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LOK SABHA SECRETARIAT
NEW DELHI

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N.B. The sign + above a name of a Member on Questions, which were orally answered, indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Monday, 22nd July, 1957.

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

द्वितीय सामान्य निर्वाचन

*१६८ श्री म० ला० द्विवेदी क्या विधि मन्त्री यह बताने की कृपा करेंगे कि

(क) निर्वाचनों के दौरान में कितने व्यक्तियों ने सरकारी पदाधिकारियों तथा अन्य रूप में कार्य किया और

(ख) पिछले सामान्य निर्वाचनों की अपेक्षा १९५७ के निर्वाचनों की क्या विशेष ताये थीं और इन में किन नई कठिनाइयों को अनुभव किया गया ?

The Minister of Law (Shri A. K. Sen): The information is not readily available I understand that it is being collected by the Election Commission and will no doubt be included in its report on the General Elections

श्री म० ला० द्विवेदी मैं यह जानना चाहता हूं कि पिछले चुनावों की अपेक्षा इस चुनाव में क्या सरकार ने कुछ विशेष खर्चा किया ? यदि हां, तो कितना ?

Shri A.K. Sen: As I have already said, the necessary information is being collected and will be included in the report of the Election Commission on the General Elections

Shri Shree Narayan Das: May I know by what time it is expected the report of the Election Commission will be submitted in this regard?

Shri A. K. Sen: It is difficult for us to fix a time or to anticipate it within a particular time, but I have no doubt the Election Commission will do it as early as possible.

Some Hon. Members rose—

Mr. Speaker: Hon Members will wait for the Election Commission's report

Election Petitions

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*208. **Shri Radha Raman:**
Shri Bhakt Darshan:
Shri Bibhuti Mishra:
Shri N. R. Munisamy.
Shri Radheylal Vyas:
Shri Tangamani:

Will the Minister of Law be pleased to lay a statement showing

(a) the number of election petitions filed after the general elections of 1957, Party-wise and State-wise,

(b) the principal grounds of these election petitions, and

(c) the number of cases disposed of by the election tribunals so far?

The Minister of Law (Shri A. K. Sen): A statement containing the necessary information is laid on the Table [See Appendix I, annexure No 62]

Shri Radha Raman: May I know if it is a fact that there is considerable delay in appointing tribunals and whether some cases relating to the 1952 General Elections are still pending and, if so, what is then number?

Shri A. K. Sen: Well, we have no information as to whether any application relating to the General Elections of 1952 is still pending But it is true that last time there were certain com-

plaints regarding delays in the disposal of election petitions, and the matter was duly brought to the notice of the Election Commissioner I understand that all possible steps are being taken this time to see that the election petitions are disposed of as early as possible

Shri Radha Raman: In the statement it is mentioned that the total number of election petitions filed party-wise is not readily available May I know how long it will take to get this information and whether the provision about the need for speedy disposal of these cases has been brought to the special notice of the authorities so that delay is avoided in the matter?

Shri A. K. Sen: I do not know what special authorities the hon Member has in view The only authorities are the Central Government and possibly the election tribunals I have no doubt that the election tribunals have been instructed to dispose of their work as early as possible So far as the other matters are concerned, I shall make enquiries again as to when the necessary information will be available and I shall certainly place it before the House as soon as I can

Shri Tyagi: In the matter of appointment of election tribunals, has care been taken to see that Judges who have cast their votes in a particular constituency do not sit in judgment on an election petition which ensues from that constituency?

Shri A. K. Sen: This should form the subject of a separate question, but I have no doubt that the Election Commission is taking that fact into consideration.

श्री विभूति मिश्र मैं यह जानना चाहता हूं कि क्या सरकार ने जजों को कोई निश्चित आदेश दिया है कि अमुक समय के अन्दर इन तमाम केसों का फैसल कर दिया जाये ?

Shri A. K. Sen: The hon Member ought to remember that it is not for the Government to give any directions to the Chief Election Commissioner who is independent under the Constitution and functions independently. We can only convey to him such request of the House as the House may wish me to convey.

Shri Kasliwal: Under the Representation of the People Act it was generally a District Judge who was to be appointed as election tribunal But we understand that in several cases a High Court Judge has been appointed as election tribunal May I know in how many cases a High Court Judge has been appointed as election tribunal?

Shri A. K. Sen: As far as I know, in regard to election petitions relating to the election of Members who have been appointed as Ministers, the Chief Election Commissioner thought it advisable to appoint ex-High Court Judges in view of the importance attached to the particular petitions concerned

Shri A. S. Sarhadi: May I know whether it is a fact that the Election Commission has issued a direction to the election tribunals to finish the disposal of the election petitions within a period of six months?

Shri A. K. Sen: I am not aware, but it would, I think, be highly improper to give any such direction, speaking as a lawyer But I am sure that the necessity of speedily disposing of the cases pending before the election tribunals has certainly been brought to the notice of the election tribunals

Shri Tangamani: The number of election petitions filed this year is given as 470 May I know how it compares with the number of election petitions filed during the 1952 General Elections?

Shri A. K. Sen: It is not possible for me to say off-hand But I will certainly answer it if a separate question is asked

Shri Mohamed Imam: Is it not a fact that in many cases District Judges have been appointed to the election tribunals?

Shri A. K. Sen: It is so. District Judges must be appointed. Otherwise where would we have officers with judicial training?

Marking System of Voting

*201. **Shri Keshava:**
Shri Vajpayee:
Shri B. S. Murthy:

Will the Minister of Law be pleased to state.

(a) whether it is a fact that the Election Commission of India is seeking to introduce a more economical and new system of voting by way of the voter recording his vote on a single paper and all votes being dropped into a single box,

(b) whether this marking system of voting has been put into practice in any bye-election, so far, and

(c) if so with what success?

The Minister of Law (Shri A. K. Sen): (a) Yes Sir

(b) Not yet

(c) Does not arise

Shri Keshava: May I know whether, apart from the State of Mysore, this practice of recording votes by way of marking has been in vogue at any time in any place in India?

Shri A. K. Sen: It is difficult for me to answer it off-hand, but it is certainly true that this practice was prevalent in the State of Mysore for some time past Hon Members will recollect that there was an all-parties conference with the Chief Election Commissioner in August-September last year where it was decided that this novel system should be tried out for bye-elections as far as possible after the General Elections

Shri C. D. Pande: May I know if the Government thinks it proper that such a vital decision should be left to the Election Commission and not come before Parliament for its vote?

Shri A. K. Sen: As I have already said, it must be left to the Election Commission, under the Constitution. But nevertheless the Chief Election Commissioner took good care before deciding upon the introduction of the system by convening an all-parties conference which met on the 30th of August and 1st of September, last year

Shri Tyagi: Why was Parliament not consulted?

Shri A. K. Sen: If hon Members desire that this view of the House should be conveyed to the Chief Election Commissioner, it will be done

Shri Keshava: Sir, there should be a half-an-hour discussion on this

Shrimati Tarkeshwari Sinha: If there are in India today large sections of people who do not know to read or write and in view of the fact that there is adult suffrage, may I know how Government is going to overcome in five years the difficulties of voters who do not know to read or write?

Shri A. K. Sen: It is difficult to agree to the assumption

Shrimati Tarkeshwari Sinha: It is not an assumption, he may look into the statistics

Shri A. K. Sen: She started by saying "If" etc, and it is certainly an assumption But I am afraid I cannot agree with all the assumptions. But, we shall be quite willing if the House desires to have a discussion on this matter

And may I add this, Sir? I am just now reminded by my colleague, Shri Morarji Desai, that this system has been prevalent in the State of Bombay also for some time

Shri Keshava: What is the amount of money that the Government is likely to economise as a result of this change?

Shri A. K. Sen: It is difficult to estimate the actual quantum of economy which will be achieved, but there is no doubt that it will bring about a considerable economy in the expenses.

Mr. Speaker: Let me proceed to the next question

Shri Dasappa: May we have a discussion on this subject?

Mr. Speaker: A half-an-hour discussion is not raised like this Hon Members will kindly look into the rules

Shri Vajpayee: My name is there in the question, but I have not been allowed to put a supplementary question

Mr. Speaker: The hon Member did not get up

Shri Vajpayee: I did

Mr. Speaker: Then there is the other remedy I shall call the persons in whose names the question stands before I call upon other Members, because I do not notice some of them getting up and I do not call them I shall certainly call every of these hon Members

Shri Naushir Bharucha I don't think it is necessary There is often a long list of questions

Mr. Speaker: I will be guided by the circumstances of the case It is not an inflexible rule

Malabar Special Police

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*202. { **Shri Narayanankutty Menon:** / **Shri A. K. Gopalan:** / **Shri Bibhuti Mishra:** }

Will the Minister of **Home Affairs** be pleased to state

(a) whether the Malabar Special Police has been sent to the Naga Hills to deal with the situation there,

(b) what are the facilities provided for these forces,

(c) whether proper medical aid and other necessities are provided, and

(d) whether these policemen are entitled to compensation, pension etc to their next of kin in case of casualties?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) At the request of the Assam Government, units of Armed Police have been deputed from some States to assist the State Government in dealing with the situation in the Naga Hills

(b), (c) and (d) Adequate provision has been made in regard to these matters *e g* personnel are entitled to 40 per cent of pay as deputation allowance, free rations at military scale, free medical facilities etc

Shri Narayanankutty Menon: When the Malabar Special Police is recruited, is there any condition attached that they are bound to serve beyond the State of Madras?

Shri Datar: There are such usual conditions whenever such special police are recruited

Shri Narayanankutty Menon: In this case when the members of the Malabar special police are recruited is any condition attached to their appointment order that they are liable to serve beyond the State of Madras?

Shri Datar: This is what they have to do

Shri Hem Barua: What are the casualty suffered by this Malabar special police force so far and what provisions are made for their families?

Shri Datar: I have not got exact figures of the casualties here

श्री विभूति मिश्र : क्या वहां किसी और स्टेट से भी पुलिस बुलाई गई है ?

गृह-कार्य मंत्री (पंडित गो० ब० पंत) हां, और जगह से भी बुलाई गई है ।

Naval Prize Money

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*203. { **Shri Warrior.** / **Shri Kunhan:** }

Will the Minister of **Defence** be pleased to state

(a) whether it is a fact that the U K Government have allotted a sum

of money as "Naval Prize Money" to be distributed among Naval personnel in India who served during the last World War;

(b) if so, what is the amount and when it was allotted, and

(c) whether any steps have been taken to distribute the amount among deserving ex-services personnel?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) No allotment has been made, but the Government of the United Kingdom have announced that Prize Money comprising of the proceeds of captures made during the last war which had been traditionally granted to the Navy would again be so granted

(b) and (c) The combined India-Pakistan Pool of the Prize Money to be distributed among Naval personnel comes to £1,60,529 approximately The United Kingdom Government have been requested to release the money on receipt of which steps will be taken to distribute it among entitled personnel

Shri Warrior: May I know whether the list has been already prepared by the Government of India to distribute this prize money?

Shri Raghuramaiah. The arrangement is that as soon as the money is received from the U K, the distribution will be made on a certain basis, and the basis is that each officer and rating entitled to participate will receive a share according to rank, rating etc A proclamation has been issued under the joint signatures of the President of India and the Governor-General of Pakistan setting the manner of claims and indicating the authorities to which the claims should be sent It has also laid down the procedure to be followed by the authorities dealing with the claim It is only after receiving the claims that the question of preparing the list arises

Shri Warrior: May I know how the list is prepared by the Defence Ministry or the authorities concerned? What are the qualifications necessary for the prize money?

Mr. Speaker: What are the qualifications for a gentleman's name to be included in the list?

Shri Raghuramaiah: The point is that this is to be divided among the officers and other ratings who belonged to the naval forces of undivided India and who had performed service at sea for a period not less than 180 days between 3rd September, 1939 and 2nd September, 1945 The selection will be made out of those who fulfil these requirements

Mr. Speaker: 204 Shri H C. Mathur Shri Narayanankutty Menon

Shri Narayanankutty Menon: My name has been tagged on to this question, but the question I had tabled was quite different My question was whether there was any proposal to implement the recommendations of the States Reorganisation Commission regarding the transfer and appointment of High Court Judges This seems to be quite different Anyway, I put the question

Mr. Speaker. I am considering as to how best to include all the items so that a single question may cover them all Or, I shall put down the name last, and there may not be a chance to put it This is the alternative

Appointment of Judges

*204. { **Shri Narayanankutty Menon:** **Shri Harish Chandra Mathur**

Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No 216 on the 21st May, 1957 and state how many appointments of High Court Judges have been made during the last two years in each State and who among those so appointed are residents of a state different from that where the appointment was made?

The Minister of State in the Ministry of Home Affairs (Shri Datar): A statement giving the required mforma-

tion is laid on the Table of the House [See Appendix I, annexure No 63]

Shri Narayanankutty Menon May I know whether there is any proposal before the Government for implementing the recommendations of the States Reorganisation Commission regarding the transfer and appointment of High Court Judges?

The Minister of Home Affairs (Pandit G B Pant) The matter has already been discussed here before and the Government would like to implement that recommendation to the extent it is feasible to do so

Shri Narayanankutty Menon May I know whether there is any time limit fixed for implementing the recommendations regarding the transfer of the High Court Judges?

Pandit G B Pant No

Shri Mohamed Imam May I know how many Judges have been appointed to the High Court of Mysore?

Mr Speaker How does it arise?

Pandit G B Pant I do not know whether the question refers to the recent months or to the time that has passed since the establishment of that High Court

Shri Mohamed Imam It refers to recent months

Mr Speaker The question mentions "during the last two years", and in reply a statement is laid on the Table of the House

Pandit G B Pant Two Judges were appointed only recently

Shri R. Ramanathan Chettiar May I know whether Government will consider the cases of lawyers in such of those areas which have integrated with the adjoining States for appointment as High Court Judges?

Pandit G. B Pant. If the integrated areas under the jurisdiction of the particular High Court to which appointment is to be made, I think the Chief Justice of that place will bear in mind the needs of the State and also the best way of recruiting suitable people for the High Court

Shri Keshava May I know the reasons for the inordinate delay in the appointment of Judges to the High Court of Mysore for the past one year and more in spite of the fact that there are thousands of appeals pending and hundreds of death sentences pending confirmation?

Pandit G B Pant I do not know if there are hundreds of death sentences pending I hope it is not so but the delay is due partly to the change in the Ministry there The Chief Minister who was replaced by another Chief Minister some months ago before the General Elections was reluctant to make any recommendations himself The successor did not like to undertake the responsibility soon after taking over charge of that responsible office The General Elections intervened The local authorities had to give some time to the consideration of this important matter So it has been delayed to some extent but no one had been more keen and anxious than ourselves to see the delay avoided

Shri C D Pande May I know if Government will consider the desirability of transferring the Judges who have been appointed from the bar to other High Courts than those where they have been practising to avoid embarrassing situations about which there are complaints?

Pandit G B Pant I do not see why there should be any distinction between the Judges who have been recruited from the bar and those who have been recruited from the judiciary but the principle has been laid down by the States Reorganisation Commission and that will be kept in view and an attempt will be made to carry it out to the extent it is feasible to do so

Shri M L Dwivedi May I know whether Government are contemplating the advisability of creating an All India Judicial Service so that the judiciary may become uniform and can

be transferable from one High Court to another?

Pandit G. B. Pant: There is no such proposal before Government at present.

Shri R. S. Arumngam: May I know how many High Court Judges have been appointed so far from among Scheduled Castes?

Pandit G. B. Pant: I am not sure if many have been appointed or if any has been appointed—I hope it will be possible to do so,—as they have started practice only recently, and perhaps have been admitted into judicial service also only recently But whenever such an opportunity offers itself, I should welcome it

World Bank Loan for Railways

*205. { **Shri Shreet Narayan Das:** / **Dr. Ram Subhag Singh:** / **Shri Harish Chandra Mathur:** / **Shri Pattabhi Raman** / **Shri Raghunath Singh:**

Will the Minister of **Finance** be pleased to state.

(a) whether the World Bank has agreed to advance a loan to India this year for the construction of Railway projects, and

(b) if so, the amount of the loan?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) Yes, Sir

(b) $90 million

Shri Shree Narayan Das: May I know the terms and conditions of this loan?

Shri B. R. Bhagat: The terms, such as the rate of interest and others, are the usual ones If the hon Member wants details, I require notice

Shri Pattabhi Raman: May I know whether the framework of the Second Plan of the Railways would be adhered to, that is to say, whether the priorities (a) to (f), namely the construction of new lines, coaches etc. will be adhered to, when this amount is forthcoming?

Shri B. R. Bhagat: That is too large a question to be dealt with.

Mr. Speaker: It does not arise strictly out of this question, which relates to the loan from the World Bank.

Shri Gajendra Prasad Sinha: May I know the probable amount of the loan for the four years of the Second Five Year Plan of the railways?

Shri B. R. Bhagat: That is more than I can say I can only say about the loan that has been negotiated for and signed

Shri B. S. Murthy: May I know whether this is the first instalment of a long-range loan, or whether it is the loan only for the time being?

Shri B. R. Bhagat: This is the first instalment, I hope we shall get more loans in the coming years

Shri Sadhan Gupta: May I know the rate of interest that we shall have to pay, and the period over which we shall have to repay the loan?

Shri B. R. Bhagat: The rate of interest is 5-5|8 per cent As for the period, I am unable to state it now But the rate is going up, as the years go by.

Shrimati Tarkeshwari Sinha: May I know the amount of loan that was actually asked for by the Government of India from the World Bank, and the amount that has actually been given by the World Bank? May I also know how much of this amount came from the contributions made by the members of the World Bank?

Shri B. R. Bhagat: It is very difficult to say what the amount actually asked for was

Shrimati Tarkeshwari Sinha: Why is it difficult? Government must have asked for a certain amount

Shri B. R. Bhagat: The hon Member should wait for the completion of the answer and not interrupt in the middle

The procedure for loan negotiation is this. The World Bank first sends a team, and it has sent more than one

team to assess the estimated requirements and the foreign exchange content of the railway programme Then, our team went there, and after an elaborate process of negotiations in the light of the funds available, this amount has been determined upon So, it is not as if we make a demand that we require so much That is never the question

Shri Mohiuddin: Is it one of the conditions of the loan that the equipment for which the loan is taken must be purchased in the U S A ?

Shri B. R. Bhagat: No The equipment will be purchased from a number of countries

Lubricating Oils

*206. **Shri V. P. Nayar:** Will the Minister of Steel, Mines and Fuel be pleased to state

(a) the foreign exchange (in dollars and pounds separately) involved in India's annual import of lubricating oils for each of the last 3 years, and

(b) whether any attempt has been made to make India self sufficient in this commodity?

The Minister of Mines and Oil (Shri K. D. Malaviya). (a) These details are available from the publication entitled "Accounts relating to the foreign (Sea, Air and Land) Trade and Navigation of India" An extract of the relevant details given therein is placed on the Table of the House [*See* Appendix I, annexure No 64]

(b) The matter is under constant examination

Shri V. P. Nayar: I find from the statement that the annual import amounts to about Rs 9 crores I also find from the Planning Commission's report that from the process of manufacture selected by the existing oil refineries, it seems that there is no chance of producing them in this country in those units May I know how Government have viewed this situation?

Shri K. D. Malaviya: As I said, Government are constantly examining this question, and it is our desire that we should indigenously produce all types of lubricating oil in our own country But the difficulty is that the various types of crude oil that are needed for specialised lubricating oils are not imported by the existing oil refineries For that purpose, a minimum quantity which is economical for the purpose will be needed

The practice just now is that the oil refineries are blending the components which are imported from outside, and then producing the lubricating oil It does save some foreign exchange for us But the intention of Government is to produce all types of lubricating oil indigenously in the country, and that is under our examination

Shri V. P. Nayar. May I know whether at the time of the setting up of the oil refineries in India, this question was discussed at the instance of the Government representatives, or whether it had been left out to be pointed out by the Planning Commission?

Shri K. D. Malaviya: I cannot say offhand if at that time this question was examined or not But we are examining this question now It has been found that the various types of crude oil that are needed for such specialised lubricating oils are not being imported, or the imported crude oil is not suitable for those types of lubricating oil Therefore, we are examining this question, and we hope that soon, when our consumption of lubricating oil would expand, we shall be producing it indigenously

Shri Jaipal Singh: The Minister stated that for the manufacture of lubricating oils, crude petroleum had to be imported In view of the fact that lubricating oils are by-products after the upper distillations, how does the question of importing crude petroleum for the production of lubricating oils arise?

Shri K. D. Malaviya: No All types of lubricating oils cannot be produc-

ed as by-products from the existing crude oils that are being imported by the oil refineries There is only one refinery, namely the Digboi Oil Refinery which is producing a number of indigenous lubricating oils, but they are simple ones For specialised ones, we shall have to get specialised types of crude oil

Shri Jaipal Singh: Is it not a fact that it is the same crude petroleum we are getting in the Assam oil fields as is there in the Burma oil fields? If in Burma, it is used for manufacture of lubricating oils, why should better qualities of crude petroleum in the Digboi oil fields not be used for that purpose?

Shri K. D. Malaviya I do not know about the information supplied by the hon Member, namely that the Burma oil companies are producing all types of lubricating oil in Burma But I am making a simple statement namely that for various types of specialised lubricating oils, specialised types of crude oil have got to be imported, so that economically and commercially, special kinds of lubricating oil will be produced here That question is under examination of Government, and we hope that we shall be produc ing some types of lubricating oil soon

Shri Viswanatha Reddy Is it not a fact that during last year, a process was evolved in India for the production of certain types of lubricating oil from castor-seed oil, and also certain types of fuel oils from groundnut oil, and if so, may I know whether any research has been made in that direction?

Shri K. D. Malaviya I have no specific information with me to give an answer to this question

Shri Joachim Alva. I find that from the U S A and U K areas, over Rs 6 crores worth of oil was imported, and only Rs 2-1|2 crores worth of oil was imported from the other areas May I know whether Government had enquired whether oil was available from non-U S A and non-U K areas at lower rates and in larger quantities?

Shri K. D. Malaviya: Surely, we shall make all enquiries now, with a view to see that the minimum amount of foreign exchange is involved in this

Shri V. P. Nayar: Do I take it that at present no lubricating oil is produced in any one of the oil refineries either in the Stanvacs or in the Burmah Shells or in the Caltexs, and may I know whether while setting up these oil refineries, this point was also discussed?

Shri K D Malaviya: At present, lubricating oils are indigenously manufactured only by the Assam Oil Refinery at Digboi, and they are producing some common types of lubricating oil The refineries which have come later on in Bombay have included lubricating blending plants in their schemes, and they import components from abroad and blend the proper type of lubricating oil

But in order to produce indigenously all types of lubricating oil, we must import certain specialised varieties of crude oil into India, which has to be, commercially, of a sufficient quantity And that is the question that we are just examining

Deferred Payment System

*208 { **Shri Heda**† **Shrimati Tarkeshwari Sinha:**

Will the Minister of **Finance** be pleased to state

(a) whether Government encourage deferred payment system for purchasing machinery and other equipment from foreign firms by Indian concerns, and

(b) if so, what help or guidance Government are rendering to Indian firms?

The Deputy Minister of Finance (Shri B. R Bhagat) (a) Yes, Sir

(b) Consistent with the prevailing import policy, Indian firms who secure acceptable deferred payment terms, have a better chance of getting licen-

ces than those who do not Government have under contemplation various measures to assist importers in this behalf including the exemption from income-tax, in approved cases, on interest payments on the credits

Shri Heda: May I know whether Government have fixed any minimum period for which deferred payment would be accepted?

Shri B. R. Bhagat: Usually a period of 5 to 7 years is acceptable

Shri Heda May I know whether Government prefer participation by foreign firms of this sort of deferred payments?

Shri B R Bhagat: We welcome any foreign participation which means import of foreign capital

Shrimati Tarkeshwari Sinha. May I know whether it is a fact that Government propose to open a foreign exchange fund under the Reserve Bank of India in the name of the importers who import machinery or goods on deferred payment basis? If so, what will be the initial operational capital of that fund?

Shri B. R. Bhagat: That is under examination by Government and it is too early to give any details

Shri Thirumala Rao: Under this policy, do Government permit import of sugar machinery for the sake of expansion of existing units if the concerned firms secure deferred payment terms from the suppliers from a country like Germany?

The Minister of Finance (Shri T. T. Krishnamachari) At the present moment, we are concerned with helping co-operative societies to import machinery In regard to helping sugar factories to expand, the matter will have to be considered in the light of the foreign exchange position that exists today

Shri R. Ramanathan Chettiar: What is the rate of interest for this deferred payment system charged by the foreign suppliers?

Shri T. T. Krishnamachari: It varies *It depends upon the capacity to negotiate* in the case of a particular member of a private enterprise

Shrimati Tarkeshwari Sinha: The hon Deputy Minister has just now said that the question of having a foreign exchange fund is under consideration of Government If Government approve of this measure, may I know whether the fund will be a voluntary fund on the part of the importers or whether it will be binding on the importers to deposit money in the Reserve Bank?

Shri T. T. Krishnamachari: It depends upon whether the importers, or rather the other party, the foreigners who export machinery, want a guarantee or not If guarantee has to be provided by the banks in India, then I think the scheme of the fund will operate

Examination System

*210 **Shri S C Samanta,**
Shri M. L Dwivedi
Shri Shree Narayan Das:

Will the Minister of **Education and Scientific Research** be pleased to refer to the reply given to Starred Question No 201 on the 21st May 1957 and state

(a) the number of State Governments that have come forward to introduce radical reform in the system of examination,

(b) which of the States have found fault with the proposed changes and what are they and

(c) whether any of the State Governments have intimated their intention to take up the matter immediately?

The Minister of State in the Ministry of Education and Scientific Research (Dr K. L. Shrimali): (a) Seven, Madras, Bombay, Kerala, Mysore, Madhya Pradesh, Assam, U P and Union Territory of Delhi

(b) None

(c) All other State Governments are convinced of the necessity of introducing these reforms and are taking steps to do so

Shri S. C. Samanta: May I know whether the plan of the reform of examination has been duly formulated in the Centre and sent to different institutions?

Dr. K. L. Shrimali: Yes The whole proposal was thoroughly examined by the University Education Commission and the Secondary Education Commission, and the Ministry has been pursuing the matter further by appointing various committees and arranging seminars Recently a seminar was held at Bhopal, the whole question was thoroughly examined there.

श्री म० ला० द्विवेदी मैं यह जानना चाहता हू कि इन नये इम्तिहानों के ढंगों की क्या रूपरेखा है और उनको जिन स्टडम न नहीं माना है वह क्यों नहीं माना है ?

डा० का० ला० श्रीमाली जो आर्गनिक परीक्षा पद्धति है उसमें दो नक्स बतलाये गये हैं। एक तो यह कि इस तरह की परीक्षाए बहुत सबजैक्टिव होती हैं दूसरे इन रेकाडस का कुछ ध्यान नहीं रक्खा जाता है, इस प्रकार व कुछ सुधार करने की कुछ राज्यो न योजना रक्खी है। दूसरे राज्यो ने भी जहा तक सिद्धान्त का सम्बन्ध है व स्वीकार कर चुकी है और धीरे धीरे मैं समझता हु कि व भी और सुधार की तरफ आगे बढेंगी।

Shri Shree Narayan Das: Arising out of the answer to part (a), may I know whether the reforms that have been carried out by various States are of the same standard or there is some difference?

Dr. K. L. Shrimali: It varies From the replies we have received from the State Governments, objective type of questions are included in question papers in certain subjects, and the percentage of marks for this type varies from 15 in certain subjects to 50 Madhya Pradesh has also reported that it is assessing the school records So it is not possible to say that there is uniformity, there is a certain difference

Shri B. S. Murthy: May I know whether the American system of examination, namely, consulting textbooks while answering question papers has also been considered by the seminar? If so, what decision has been taken thereon?

Dr K. L. Shrimali: We consider all systems of examination for evolving an Indian system of examination

Shri Hem Barua: May I know whether radical reform in the system of examination is proposed by way of intelligence tests or personality evaluation or by both?

Dr K. L. Shrimali: I have already said that objective tests will be used

श्री म० ला० द्विवेदी इस परीक्षा प्रणाली की रूपरेखा की प्रति क्या समद पटल पर रक्खी जायगी ?

डा० का० ला० श्रीमाली जी हा उस सैमिनार की रिपोर्ट को मैं लाइब्रेरी में रख दूगा।

Fire in Himachal Pradesh Secretariat

*214 **Shri Assar.** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No 582 on the 29th May, 1957 and state

(a) whether the enquiry into the cause of the fire in the Himachal Pradesh Secretariat has been completed,

(b) if so, the findings of the enquiry, and

(c) the steps taken by Government against those who were responsible?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) The investigation has not been completed

(b) and (c) Do not arise

Shri Assar. Is it a fact that there have been attempts on two previous occasions also to set fire to the secretariat? If so, what precautions were taken to foil such attempts?

Shri Datar: I am not aware of the previous attempts This matter is under investigation at present

Pandit D. N. Tiwary: May I know whether some persons have been arrested in this connection, and if so, how many?

Shri Datar: Two persons have already been arrested

राज्यों में पुस्तकालयों का विस्तार

*२१६ श्री नारायणनाँ कुट्टि मेनन
श्री विभूति मिश्र
श्री डी० च० शर्मा
श्री पाणिग्रही
श्री अ० क० गोपालन

क्या शिक्षा तथा वैज्ञानिक गवेषणा मन्त्री यह बताने की कृपा करेंगे कि

(क) १९५६–५७ और १९५७–५८ में (पथक्-पृथक्) अब तक पुस्तकालयो के विस्तार के लिये सरकार न प्रत्येक राज्य को कितने कितन अनुदान दिय , और

(ख) प्रत्यक राज्य को जो धनराशि दी गई क्या उस का उसी काम के लिये उपयोग किया जा रहा है ?

The Minister of State in the Ministry of Education and Scientific Research (Dr K. L. Shrimali): (a) A statement is laid on the Table of the House [*See* Appendix I, annexure No 65]

(b) Information has not been made available by the State Governments so far

Shri Narayanankutty Menon: From the list that is placed on the Table, it is seen that no grants have been made for the States of Kerala and Madras What is the reason for not making any grants for these two States in the year 1956-57?

Dr. K. L. Shrimali: Grants were given in the last financial year to the State Governments which had included this proposal in their development plans

Shri Narayanankutty Menon: May I know whether it is under consideration by Government for making grants for the year 1957-58, and, when it is likely to finalise?

Dr. K. L. Shrimali: We are waiting for the reports from the State Governments with regard to grants that were given last financial year and further grants will be made as soon as the reports are available

Shri Shree Narayan Das: What is the basis on which these grants are made to the various States and whether the existence of a number of libraries in the State is taken into consideration while giving these grants?

Dr. K. L. Shrimali: In the last Five Year Plan the Central Government shared 66 per cent of non-recurring and 60 to 33-1|3 per cent on the sliding scale of recurring expenditure As far as I remember, in 1956-57, the Central Government shared 66 per cent non-recurring and 60 per cent recurring for Central, State, District and Children's libraries and 50 per cent of the expenditure below district level libraries

Shrimati Ila Palchoudhuri: How much of these grants is used for the mobile libraries, if there is a portion which is particularly assessed for mobile libraries?

Dr. K. L. Shrimali: It all depends upon the State Governments and the kind of proposals they send We always consider the proposals sympathetically when they come from the State Governments

Conference of State Chief Ministers

*217 **Shrimati Ila Palchoudhuri:** Will the Minister of Home Affairs be pleased to state

(a) whether it is a fact that a conference of State Chief Ministers under,

ins Chairmanship was held recently in New Delhi;

(b) whether the question of withdrawal of Police security measures in respect of Central and State Ministers was discussed at that conference, and

(c) if so, the decisions arrived at?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (c). No formal Conference was held During the visit of the Chief Ministers to Delhi last June for the National Development Council, the Home Minister took the opportunity of discussing with them various matters of common interest including security arrangements during Ministers' tours

Shrimati Ila Palchoudhuri: May I know if any suggestion was made considering the economic point that has been put forth and how much economy is expected to accrue with this reduction of police?

The Minister of Home Affairs (Pandit G. B. Pant): It is difficult to give any exact figures at it concerns so many States in India But, it was the general view that the security arrangements should be reduced to the minimum and so also the expenditure incurred over them, and they should be unostentatious, though effective

Shri Shree Narayan Das: May I know whether any of these States has taken action on the suggestions made by the hon Minister?

Pandit G. B. Pant: Yes; several

Standing Committee for Basic Education

*218. **Shri Supakar:** Will the Minister of Education and Scientific Research be pleased to state.

(a) the principal recommendations of the Standing Committee for Basic Education appointed in 1955 to advise the Government on Basic Education; and

(b) the number of recommendations that have been implemented by Government so far?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b). A statement is laid on the Table of the House. [*See* Appendix I, annexure No. 66]

Shri Supakar: May I know when these two committees, the National Institute of Basic Education and the All India Council of Elementary Education were established and may know how often these two have met?

Dr. K. L. Shrimali: With regard the National Institute of Basic Education, it is not a committee, it is an institution which has been set up by the Government of India With regard to the All India Council of Elementary Education, the personnel has still to be finalised and the Council has not yet met

Shri Supakar: May I know whether the implementation of some of the recommendations, as given in answer to part (b) of the question, has accelerated the pace of progress of basic education in our country?

Dr. K L. Shrimali: Yes, Sir The steps that have been taken by Government have certainly helped in the progress of basic education

Shri Supakar: The Government have given only the number of recommendations that have been implemented May I know the recommendations which have not been implemented and the reasons therefor?

Dr. K L. Shrimali: There are a number of recommendations which are meant for the State Governments and we have drawn the attention of the State Governments to them. With regard to the recommendations which are still to be implemented by the Central Government such as the opening of a Model Basic School in Delhi, the admission of post-basic students into universities and a number of others, they are under examination

Shri Supakar: When were these recommendations made, those not implemented as yet?

Dr. K. L. Shrimali: I cannot tell the exact time when the committee made the recommendations But, they were made during the course of last year or so. I cannot give the exact date.

Money Outstanding with Foreign Countries

*219 **Pandit D. N. Tiwary:** Will the Minister of **Home Affairs** be pleased to state

(a) whether any amount out of t outstanding dues of Rs 6,89,298 from foreign Governments on account of maintenance charges of their nationals (in India) have been recovered, and

(b) reasons given by the foreign Governments for delaying the payment of the money outstanding with them?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b) The entire amount due from foreign Governments on account of maintenace charges of their nationals has since been recovered. The amount referred to by the Hon'ble Member represents the repatriation charges and is due from the three Governments, namely, Burma, Ceylon and Netherlands As regards Burma and Ceylon, it is proposed to adjust it against the amounts to be paid to those Governments towards their share of the sale proceeds of the camp equipment, including buildings

As for Netherlands, they claim to have made the payment direct to the shipping Company which arranged for the repatriation of their internees This matter is under further investigation

Pandit D. N. Tiwary: May I know how many nationals of each country were in India?

Shri Datar: They were all repatriated

Pandit D. N. Tiwary: How many nationals of different Governments were in India?

Shri Datar: I have not got those figures here

Appointment of Non-Indian Officers

*220. **Shri S. N. Dwivedy:** Will the Minister of **Home Affairs** be pleased to lay a statement showing the total number of non-Indian Officers in service of Government at present and the capacity in which each is serving?

The Minister of State in the Ministry of Home Affairs (Shri Datar): The exact number of non-Indian Officers in service under the Government of India in different capacities as of date is not readily available.

The information is being collected and will be laid on the Table of the House in due course.

Shri S. N. Dwivedy: May I know what is the policy of the Government in this matter?

Shri Datar: The policy of Government is not to appoint foreigners except when they are required and for that purpose the matter has to be considered at the highest level

Shri S N. Dwivedy: In this matter, is there any time limit to see that none of the non-India officers are appointed on a permanent basi and we only recruit men on special occasions?

Shri Datar: The policy of Government enter into contracts with these persons for a specified number of years and Government also lays down a condition that Indians should be duly trained in these subjects

Shri Gajendra Prasad Sinha: May I know whether most of the non-Indian personnel serving in India are technical personnel?

Shri Datar: They are generally technical, but there are a few others also

Football Stadium

*222. **Shri H. N. Mukerjee:** Will the Minister of **Defence** be pleased to refer to the reply given to part (b) of Starred Question No 2337 on the

23th September, 1955 and state whether any final decision has been taken on West Bengal Government's request for permission to construct a football stadium on a section of the 'Maidan' in Calcutta?

The Deputy Minister of Defence (Shri Raghuramaiah): It has not been possible for the Government of India to agree to the construction of a football stadium on the area suggested by the Government of West Bengal.

Shri H. N. Mukerjee: In view of a move in certain quarters for a composite stadium in the Eden Gardens, which is the property of the Union Government, and the danger of virtually destroying the cricket pitch there, which is one of the finest in the world, will Government tell us that the pitch in Eden Gardens will not be destroyed, especially when there is a football ground for a composite stadium in the maidan or elsewhere?

The Minister of Defence (Shri Krishna Menon): The only pending request before the Government is with regard to that part of the maidan which is called the Ellenborough Grounds—which is popularly called the Polo Ground—and Government are giving consideration to this matter. It is not in a position to accede to the request. There are many informal suggestions about places so far as this particular question is concerned. But, in the view of Government, having regard to the special consideration from its point of view concerning this area of India, it would not be possible to allocate these grounds.

Shri H. N. Mukerjee: May I know if the Minister's attention has been drawn to the opinions expressed by such organisations as the Cricket Control Board in India and the Cricket Association of Bengal, apart from the All India Football Association, regarding the desirability of having a football stadium apart from the Eden Gardens where the cricket pitch is so good?

Shri Krishna Menon: I do not see how it has any reference to this question.

Shri Jaipal Singh: Are we to understand, now that the Ellenborough ground is being considered for a composite stadium, that the dispute between the Union Government and the West Bengal Government in regard to the claim to the Eden gardens has been liquidated?

Shri Krishna Menon: So far as I know there is no dispute; Eden gardens belong to the Government of India.

Shri Jaipal Singh: Has there ever been a dispute over the ownership of Eden gardens? Has there been any claim by the West Bengal Government although hitherto it has been only the agent of the Union Government?

Shri Krishna Menon: I submit that this goes far beyond this question.

Shri T. K. Chaudhuri: What are the reasons that impel the Government to refuse permission to the West Bengal Government to build a stadium there?

Shri Krishna Menon: I have stated the reasons. From the defence point of view, it is not possible.

Desert Research Institutes

*223. **Shri Shankariah:** Will the Minister of **Education and Scientific Research** be pleased to state:

(a) whether it was decided at the 9th Sesion of the U.N.E.S.C.O. General Conference held at New Delhi during November-December 1956 that Desert Research Institutes be started and one of them be located in India;

(b) whether any such Institution has been started with the assistance of U.N.E.S.C.O. either in India or elsewhere; and

(c) if not, when is it likely to be started in India and at what place?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b). No Sir.

(c) Does not arise.

I would, however, like to add for the information of the hon. Members that U.N.E.S.C.O. has passed a resolution for the establishment, for a period of six years, of a major project for the improvement and co-ordination of research on problems of arid lands in the regions from the Eastern Mediterranean and Middle East to the South-East Asia, including India.

Shri Shankariah: When are they likely to start it?

Dr. K. L. Shrimali: The research work is already being carried on since 1951. There is an international advisory committee on arid zone research under whose guidance this work is carried on.

Shri Shankariah: May I know whether it has come to the notice of the Government that an institution has started in this region some four months back and what action has been taken thereon?

Dr. K. L. Shrimali: I do not know to which institution the hon. Member is referring.

Shri Shankariah: The Desert Research Institution established as a result of the resolution that has been passed. Out of the five institutions one has been started four months back.

Dr. K. L. Shrimali: I do not know which institution the hon. Member has in mind. There is a Desert and Afforestation Research Station at Jodhpur which is working under this scheme. I do not know whether there is any other institution.

Shri Shankariah: May I know the amount that has been received for this Jodhpur institution as per this resolution?

Dr. K. L. Shrimali: I do not know what help we got during the last few years. But, for this year we have requested the U.N.E.S.C.O. to provide four fellowships.

Primary Education Commission

*224. **Shri S. M. Banerjee†:**
Shri Ram Krishan:

Will the Minister of **Education and Scientific Research** be pleased to state:

(a) whether Government have received any memorandum from the All India Primary Teachers' Federation for setting up a Primary Education Commission to go into the conditions of primary education in the country; and

(b) if so, the nature of the decision taken by Government?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) The Government do not consider it necessary to set up a commission on Primary Education.

Shri S. M. Banerjee: May I know whether it is a fact that the Government is appointing a committee to go into the pay structure of the primary school teachers?

Shri K. L. Shrimali: The Government is appointing an All India Council of Elementary Education.

Shri Shree Narayan Das: May I know whether the various Governments' comments have been asked for in this respect and whether they have replied?

Dr. K. L. Shrimali: The Government has got the information that is necessary with regard to the expansion of primary education and no further information is necessary.

Shri B. S. Murthy: In view of the fact that the Centre is giving loans and other aids for increasing the salaries of the primary school teachers, is it not desirable that the Centre should have only one kind of a pay structure in all the different States? In view of that, what is the data before the Government?

Dr. K. L. Shrimali: The Government has got all the data; it has already taken steps to increase the pay scales of primary school teachers.

Shri Ranga: Does the Government propose to give representation to the State organisations of teachers in this Council?

Dr. K. L. Shrimali: No, Sir. I am saying this offhand. No representation has been given to any organisation as such. There may be State representatives.

Boys' Regiment

*226. **Shri P. G. Deb:** Will the Minister of **Defence** be pleased to state whether the Government of India has any proposal to start a Boys' Regiment in all the States of India?

The Deputy Minister of Defence (Shri Raghuramaiah): No, Sir.

Shri P. G. Deb: May I know how far training is given to the boys under the NCC scheme and Territorial Army on regular army lines?

Shri Raghuramaiah: That does not relate to this question.

Private Coal Washeries

*227. **Matin, Shri:** Will the Minister of **Steel, Mines and Fuel** be pleased to state the steps taken by Government to encourage the setting up of private coal washeries?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): In the middle of 1955 the Government of India examined, in consultation with the Planning Commission and representatives of the private industry, the possibility of setting up washeries to wash metallurgical coals for the steel plants. As a result of this, offers were received from six firms. These were examined and it was found that only two of them were for washing coals which could be used in the steel plants. Further technical examination showed that the particular coals proposed to be washed were of the highest grades and it would have made the problem of washing the other grades of coals more difficult. It became clear that, if coals were to be washed effectively and from the point of view of conservation, it was necessary to have large central washeries where coals of different grades could be washed and blended. Such washeries, drawing coals from various collieries, cannot obviously be put up by private industry. The Government of India are, therefore, not pursuing this matter further.

Shri S. C. Samanta: May I know whether the fear of nationalisation on the part of private colliery owners stands in the way of the establishment of such washeries?

Sardar Swaran Singh: I do not think that they are afraid on that score.

Shri Barman: May I know whether the Government has started its own washeries for the purpose of conservation of high grade coal?

Sardar Swaran Singh: I have said so in my reply.

Ministry of Defence Security Corps

*228. **Shri S. M. Banerjee:** Will the Minister of **Defence** be pleased to state:

(a) the actual expenditure per year incurred on Ministry of Defence Security Corps personnel attached to various defence installations; and

(b) whether this expenditure is also counted towards the overhead charges in the matter of production in Ordnance factories?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) Rs. 105 lakhs approximately in 1955-56.

(b) Yes, Sir. The overhead charges on account of M.D.S.C. attached to Ordnance factories are included in the production cost as fixed charges, which figure in the maximum cost of pro-

duction but not in the minimum cost of production.

Shri S. M. Banerjee: May I know the expenditure per year on the civilian watch and ward staff before the M.D.S.C. was posted?

Shri Raghuramaiah: I have not got the figures here.

Shri S. M. Banerjee: May I know whether it is a fact that a responsible officer working in the Kanpur Harness and Saddlery Factory was going out with a pair of new shoes and when he was asked by the MDSC guard he refused to give details and his motor to be searched.

Mr. Speaker: I am not allowing the hon. Member to give any instances. If he has got any such instances, he may as well write to the hon. Minister. This question does not allow of such supplementaries.

Sale of 100 Rupee Notes at Premium

*231. **Pandit D. N. Tiwary†:**
Dr. Ram Subhag Singh:
Shri Anirudha Sinha:

Will the Minister of **Finance** be pleased to state:

(a) whether Government are aware that hundred rupee notes are selling at premium at Amritsar; and

(b) if so, the reasons therefor?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). Government have no information yet apart from what has been reported in the Press. The details have been called for from the State Government.

Pandit D. N. Tiwary: May I know, if in such an important matter even after seeing the report in the Press one month before, the Government has not received any information?

Shri B. R. Bhagat: This has got to be looked into. We have referred the matter to the State Government who are investigating into the matter and we are awaiting their reports.

Pandit D. N. Tiwary: May I know whether the Government has received information that even other banks are selling hundred rupee notes at a premium, especially to Pakistan people?

Shri B. R. Bhagat: We do not have any information about that.

Shri Heda: Are Government aware that our hundred rupee notes, particularly, are being sold at a premium in private markets in Pakistan and the Middle-East?

The Minister of Finance (Shri T. T. Krishnamachari): Yes, Sir, we have also heard about it.

WRITTEN ANSWERS TO QUESTIONS

Report of Public Services (Qualification and Recruitment) Committee

*199. **Shri D. C. Sharma:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No. 108 on the 21st May, 1957, and state:

(a) whether the report of the Public Services (Qualifications and Recruitment) Committee and comments from all the State Governments thereon have been considered by Government; and

(b) if so, the decisions taken thereon?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b). Comments of the Governments of Bombay, Bihar and Jammu and Kashmir on the Committee's Report have still not been received. Meanwhile, the recommendations of the Committee are under examination in the light of comments received from other State Governments, Central Ministries etc.

Voluntary Cuts in Salaries

*207. **Shri Raghunath Singh:** Will the Minister of **Home Affairs** be pleased to state how many classes of services at the Centre have voluntarily cut their salaries?

The Minister of State in the Ministry of Home Affairs (Shri Datar): While certain high dignitaries have accepted voluntary cuts in their pay, no groups of Government servants as such have either been requested or have expressed any desire to accept such cuts voluntarily.

Funds for Scheduled Castes etc. Scholarships

*209. **Shri Jhulan Sinha:** Will the Minister of **Education and Scientific Research** be pleased to state:

(a) how much of the funds allotted for the scholarship to deserving students of Scheduled Castes, Scheduled Tribes and Other Backward Classes have been spent for renewal and how much for fresh application during the years 1955-56 and 1956-57; and

(b) whether in view of the fast growing demand of the students of these classes there is any proposal for tightening up the rules in the matter and for enlarging the allotment for the current year?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) The information is being collected and will be laid on the Table of the House.

(b) So far, there is no proposal to tighten up the Regulations for 1957-58 scholarships. The funds for 1957-58 scholarships have, however, been increased from Rs. 187·60 lakhs available, for 1956-57 scholarships, to Rs. 200 lakhs.

Durgapur Steel Plant

*212. **Shri Mahanty:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) the name of the private firm with which Government have entered into an agreement for the supply of iron ore from Bolani area of Orissa, for Durgapur Steel Plant; and

(b) what special advantages accrue from this arrangement?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The Government have not entered into any agreement with a private firm for the supply of iron ore for Durgapur Steel Works. A company styled as "Bolani Ores (Private) Ltd." has been formed for mining and supply of iron ore to the Durgapur Steel Project. Government hold 50·5% of the shares of this Company and the balance is held by a private firm—Messrs. Orissa Development Company of Calcutta.

(b) The firm has been doing mining business in the Gua region for a number of years and holds lease of valuable mining areas. It is hoped that by this arrangement, Government investments would be limited and the services of experienced management will be secured. At the same time Government will have effective control over the operations of the enterprise.

कुतब मीनार में बिजली लगाना

*२१३. **श्री भक्त दर्शन :** क्या **शिक्षा तथा वैज्ञानिक गवेषणा** मंत्री २९ मई, १९५७ के तारांकित प्रश्न संख्या ५६५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि दिल्ली में कुतुब मीनार में बिजली लगाने की दिशा में इस बीच क्या प्रगति हुई है ?

शिक्षा तथा वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० का० ला० श्रीमती) : आशा है कि यह काम शीघ्र ही आरम्भ हो जायेगा ।

By-Products from Steel Plants

*221. **Shri Bahadur Singh:** Will the Minister of **Steel, Mines and Fuel** be pleased to state:

(a) whether any provision has been made in the Steel plants for the recovery of by-products;

(b) the by-products that will be available from these plants; and

(c) the quantity of the fertilizers that will be available from surplus nitrogen due to the adoption of "LD" process for steel making?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c) A statement is laid on the Table of the House [*See* Appendix I, annexure No 67]

Compensation to Life Insurance Companies

*225. **Shri Morarka:** Will the Minister of **Finance** be pleased to state the total amount of compensation so far paid to the various life insurance companies?

The Deputy Minister of Finance (Shri B. R. Bhagat): The total amount of acquisition compensation so far paid to various life insurance companies is Rs 36 lakhs

Aero-magnetic Survey of Punjab

*229. **Shri D. C Sharma:** Will the Minister of **Steel, Mines and Fuel** be pleased to state

(a) whether the report of the team of foreign oil experts who carried out aero-magnetic survey of the Punjab has been studied, and

(b) if so, the action Government propose to take on it?

The Minister of Mines and Oil (Shri K. D. Malaviya) (a) and (b) The reports of aeromagnetic survey over Rajasthan and Indo-Gangetic Plains submitted by the Canadian experts are being examined

Removal of Statues

Shri Radha Raman:
Dr. Ram Subhag Singh:
Shri Bhakt Darshan:
Shri Raghunath Singh:

Will the Minister of **Home Affairs** be pleased to refer to the reply given to Unstarred Question No 386 on the 29th May, 1957 and state:

(a) whether any final decision regarding the removal of Statues from the Union Territories (*viz* Delhi and Himachal Pradesh) has since been taken; and

(b) if so, the action taken in pursuance thereof?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b) Action has been taken on the lines indicated in the policy statement made by the Prime Minister on the 13th May, 1957 Two Statues have been removed in Delhi The one Statue in Himachal Pradesh is fixed on a pillar of a bridge and is of inoffensive type

Strontium

*232. **Shri V. P. Nayar:** Will the Minister of **Education and Scientific Research** be pleased to state:

(a) whether any detailed survey has been made recently regarding the availability of strontium in Trichinopoly District of Madras, and

(b) if so, the chances of its exploitation?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) The occurrences of Strontium in Trichmopoly were investigated by the Geological Survey of India in 1939-40 No detailed survey regarding the availability of Strontium has been made by the Geological Survey of India in recent years

(b) Since no detailed survey has yet been made, it is not possible to assess the chances of its exploitation

Industrial Liaison Officers

*233. **Shri Heda:** Will the Minister of **Education and Scientific Research** be pleased to state

(a) whether Government have appointed Industrial Liaison Officers at the Centre and Calcutta, Bombay and Madras,

(b) the need for such action; and

(c) the difficulties that industries were experiencing in making direct contact with the research institutes?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) to (c). A statement giving the required information is laid on the Table of the House. [See Appendix I, annexure No 68]

Compulsory Primary Education in Union Territories

*234. **Shri Jhulan Sinha:** Will the Minister of **Education and Scientific Research** be pleased to state:

(a) whether there is any plan *phased or otherwise for introduction* of free and compulsory primary education in the Union Territories; and

(b) if so, the outline thereof?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b) The matter is under consideration.

Funds for Second Five Year Plan

*235. **Shrimati Tarkeshwari Sinha:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that a considerable proportion of the revenues earned by fresh taxation during the last year and current year has been consumed on items not included in the Second Five Year Plan; and

(b) if so, how far this would create additional problem for finding funds for the execution of the Plan?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b). The revenue earned from fresh taxation cannot be related to any particular category of expenditure. The Revised Estimates for 1956-57 provided for an increased expenditure of Rs 30 crores on Defence. This year increased provision has been made for Defence and the Food Subsidy Fund totalling Rs 75 crores. The requirements of Plan expenditure as well as non-Plan expenditure are reflected in the overall budgetary position which is set forth fully in the Budget documents. It is not possible to make any prognostications about the future.

माध्यमिक शिक्षा की नई प्रणाली

*२३६ { श्री भक्त दर्शन
श्री म० ला० द्विवेदी
श्री ले० अबौ सिंह .

क्या शिक्षा तथा वैज्ञानिक गवेषणा मन्त्री २६ मई, १९५७ के अतारांकित प्रश्न संख्या ३८२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) किन-किन राज्यों तथा संघ राज्य क्षेत्रों ने माध्यमिक शिक्षा की नई प्रणाली को अन्तिम रूप से स्वीकार कर लिया है ,

(ख) ये राज्य इस प्रणाली को कब लागू कर रहे हैं , और

(ग) इस नई प्रणाली को लागू करने के परिणाम स्वरूप यदि केन्द्र को प्रतिवर्ष कुछ अतिरिक्त खर्च करना पड़े, तो वह कितना होगा ?

शिक्षा तथा वैज्ञानिक गवेषणा मंत्रालय में राज्य-मंत्री (डा० के० ला० श्रीमाली) : (क) समस्त राज्यों तथा केन्द्र प्रशासित क्षेत्रों ने माध्यमिक शिक्षा की नयी पद्धति को सिद्धान्त रूप में स्वीकार कर लिया है ।

(ख) एक विवरण सभा पटल पर रख दिया गया है । [देखिये परिशिष्ट १, अनुबन्ध संख्या ६९]

(ग) एक राज्य का प्रति वर्ष का खर्च उसकी प्रगति पर निर्भर करेगा । इसलिए कोई अन्तिम आंकड़े नहीं दिये जा सकते क्योंकि केन्द्रीय सरकार खर्च का कुछ प्रतिशत ही देती है ।

Konarak Temple

*237. **Shri Supakar:** Will the Minister of **Education and Scientific Research** be pleased to lay a statement showing:

(a) the number of works of art and sculpture which are proposed to be removed from Konarak Temple to the National Museum at Delhi; and

(b) the number of those actually removed?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b). A statement of the ten stone sculptures removed from Konarak is placed on the Table of the House. [*See* Appendix I, annexure No. 70] There is no proposal at present to remove any more works of art or sculpture to the National Museum, New Delhi.

Boat Building Yard

*239. **Pandit D. N. Tiwary:** Will the Minister of **Home Affairs** be pleased to state:

(a) how far the construction of Boat Building Yard in Andaman Island has progressed;

(b) the estimated cost of construction of this yard; and

(c) the number of boats that can be constructed in a year at the Yard?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) A boat building shed and a machine shop which are essential parts of a Boat Building Yard will be set up soon in Long Island. Estimates have been prepared and administrative approval has been obtained and it is expected that actual construction will start shortly.

(b) Fifty-eight thousand rupees.

(c) Ten.

Kargali Washery

*240. **Matin, Shri:** Will the Minister of **Steel, Mines and Fuel** be pleased to lay a statement on the Table showing:

(a) the exact cost of the new Kargali Washery, including re-alignment of railway lines, auxiliary buildings, acquisition of lands etc.;

(b) the estimated cost per ton of washing;

(c) the estimated loss on rejections;

(d) the estimated overall loss per ton of coal washed at the proposed Kargali Washery; and

(e) whether raw materials or ingredients for preparing the washing medium will be imported, or locally processed?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The Coal Washery in Kargali is still under construction. The estimated cost of the entire project is approximately Rs. 2.5 crores.

(b) to (d). On present indications the washery will take in about 1.47 lakh tons of steam coal and about 36,000 tons of slack coal making in all a total of about 1,83,000 tons per month. After washing, about 73 per cent. will be clean metallurgical coal, about 18 per cent. will be middlings and about 9 per cent will be the rejects. Final calculations can be made only after the Coal Price Revision Committee have reported on the cost structure and the Government have fixed prices of various grades of treated and untreated coals. The washery will be completed and come into production at the end of this year.

(e) Import of Magnetite will be necessary in the initial stages, but later on, Magnetite is expected to be procured from indigenous sources.

Surplus Labour in Ordnance Factories

*241. **Shri D. C. Sharma:** Will the Minister of **Defence** be pleased to state:

(a) what is the extent of surplus unskilled labour in the ordnance factories at present; and

(b) what steps are being taken to absorb them in gainful employment in other Departments?

The Deputy Minister of Defence (Shri Raghuramaiah): (a) There are no surplus un-skilled workers in the Ordnance Factories' Organisation at present.

(b) Does not arise.

Fire in Delhi University

*242. { Shri Radha Raman: Shri Vajpayee:

Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that fire broke out in Delhi University building in the beginning of June, 1957 and several thousand examination papers and valuable articles were destroyed as a result thereof,

(b) if so, the exact nature of the losses and the causes that led to the outbreak of the fire;

(c) whether any enquiry was made, and

(d) if so, what are its findings?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) to (d). Yes, Sir A large number of answer books which had been marked by the Examiners and which were stored in one of the rooms were destroyed by the fire The loss was of the following kind·

(i) Answer books which had been valued; and

(ii) Other loss relating to furniture, electrical fittings, wooden fittings like doors, ventilators etc, of the room.

The matter has been reported to the Police who are investigating it

Amalgamation of Collieries

*243. { Dr. Ram Subhag Singh: Shri T. B. Vittal Rao:

Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether Government have considered the report of the Expert Committee on the amalgamation of small collieries, and

(b) if so, whether any conclusions have been arrived at regarding the implementation of the recommendations made in the report?

The Minister of Steel, Mines, and Fuel (Sardar Swaran Singh): (a) The report of the Committee is still under consideration

(b) Does not arise

Stowing Equipment

*244. **Matin, Shri:** Will the Minister of Steel, Mines and Fuel be pleased to state·

(a) whether it is a fact that the Coal Board grants loans for stowing equipment on the same terms as the Finance Corporation; and

(b) if so, how many colliery owners have been granted stowing loans so far?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No The Industrial Finance Corporation charges interest at 7 per cent. per annum, with a rebate of ¼ per cent. for punctual repayment, with effect from 23rd April, 1957 The Coal Board charges interest at 3½ per cent. or 4½ per cent, depending on whether stowing is for conservation or for safety

(b) Nine

Schools in Delhi

149. **Shri Vajpayee:** Will the Minister ofEducation and Scientific .Research be pleased to state the number of Primary, Middle and High Schools

in the Union Territory of Delhi and the number of students studying in them?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): A statement is laid on the Table of the House. [See Appendix I, annexure No. 71.]

State Bank of India

150. { **Shri Ram Krishan:** / **Shri Radhelal Vyas:**

Will the Minister of **Finance** be pleased to state the names of the places where branches of the State Bank of India will be opened during 1957-58?

The Minister of Finance (Shri T. T. Krishnamachari): It is not possible to state in advance the names of the places where branches of the State Bank of India will actually be opened during a particular year Efforts will be made, however, to open branches at the selected centres as early as possible. 13 centres out of the unfinished programme of expansion of the Imperial Bank of India taken over by the State Bank of India and 117 centres out of 183 centres selected so far under Section 16(5) of the State Bank of India Act, 1955 remain to be covered.

Multipurpose Schools in Punjab

151. Shri Ram Krishan: Will the Minister of **Education and Scientific Research** be pleased to state the number of High and Higher Secondary Schools to be converted into Multipurpose Schools in Punjab during 1957-58?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): The information is being collected from the Punjab Government and will be laid on the Table of Lok Sabha in due course.

राज्य पुनर्गठन पर व्यय

१५२. **श्री ब० ला० द्विवेदी :** क्या गृह-कार्य मंत्री २३ नवम्बर, १९५५ के अतारांकित प्रश्न संख्या ५८ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि राज्य पुनर्गठन आयोग के कार्य पर और उस की सिफारिशों को कार्यान्वित करने पर अलग-अलग कुल कितनी धन-राशि व्यय हुई ?

गृह-कार्य मंत्री (पंडित गो० ब० पन्त) : राज्य पुनर्गठन आयोग पर कुल १०,१२,७७१ रुपये खर्च हुए ।

आयोग की सिफारिशों को कार्यान्वित करने में जो रकम खर्च हुई उसकी सूचना सरलता से उपलब्ध नहीं है तथा इस सूचना को एकत्र करने में जो समय और श्रम लगेगा, उसे ध्यान में रखते हुए, राज्य सरकारों से राज्य पुनर्गठन योजना को लागू करने में जो प्रत्यक्ष तथा अप्रत्यक्ष रूप में लागत लगी है, उसका हिसाब लगाने के लिए कहना उचित नहीं होगा । योजना को कार्यान्वित करने की कार्यवाही पूरी तरह समाप्त नहीं हुई है ।

Grants for Primary Education

153. { **Shri D. C. Sharma:** / **Shri Punnoose:** / **Shri Vasudevan Nair:**

Will the Minister for **Education and Scientific Research** be pleased to refer to the reply given to Unstarred Question No. 466 on the 29th November, 1956 and state:

(a) the total amount granted during 1956-57 and 1957-58 to various States in connection with Primary Education, State-wise;

(b) the amounts actually utilised by the States in 1956-57; and

(c) the amount given as subsidy to different States to increase primary teachers' salaries during 1956-57 and 1957-58?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b) A Statement is laid on the Table of the House (Statement-I) [*See* Appendix I, annexure No 72].

(c) A Statement is laid on the Table of the House (Statement II). [*See* Appendix I, annexure No 72]

Institutions for Physically Handicapped

154. Shri D. C. Sharma: Will the Minister of Education and Scientific Research be pleased to state

(a) whether Government are subsidising any institutions for the physically handicapped, and

(b) if so, the grants-in-aid made to such institutions during 1956-57?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) Yes, Sir

(b) A statement containing the requisite information is laid on the Table [*See* Appendix I, annexure No 73]

Foreign Citizens

155. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state the number of foreign citizens nation-wise, who are at present carrying on trade, studies and missionary work in India?

The Minister of State in the Ministry of Home Affairs (Shri Datar): A statement giving the required information is laid on the Table of the House [*See* Appendix I, annexure No 74]

Basic Schools in Delhi

156. Shri Vajpayee: Will the Minister of Education and Scientific Research be pleased to state:

(a) whether it is a fact that Delhi District Board has demanded the abolition of basic schools and their replacement by ordinary schools in the rural areas of Delhi; and

(b) if so, the action taken in the matter?

The Minister of State in the Ministry of Education and Scientific Research (Dr. K. L. Shrimali): (a) and (b) In connection with a questionnaire issued by the National Institute of Basic Education, the chairman of the Delhi District Board expressed the view that Basic Education had failed in the rural areas of Delhi and, therefore, the basic schools should be replaced by non-basic schools.

The matter was discussed in meeting of the Director of Education, Delhi, the Chairman of the Delhi District Board and representatives of the Union Ministry of Education Defects and shortcomings of the basic schools in Delhi were discussed and certain remedial measures agreed upon

Income Tax Officers

157. Shri Rup Narain: Will the Minister of Finance be pleased to state the number of scheduled caste Income-Tax Officers and Inspectors in the Bihar and Orissa charge?

The Minister of Finance (Shri T. T. Krishnamachari): One Income-tax Officer and one Inspector

Pakistani Nationals

158. Pandit D. N. Tiwary: Will the Minister of Home Affairs be pleased to state

(a) the number of Pakistani Nationals whose family or dependents were in India, permitted to settle in India, as decided at the Indo-Pakistan Passport Conference of 1953 since 1955 so far and *vice-versa*, and

(b) whether such settlers have been given full citizenship rights?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) and (b) The information is being

collected and will be laid on the Table of the House as soon as it is available.

Distribution of Revenues

159. Shri B. C. Kamble: Will the Minister of **Finance** be pleased to state the amount of Revenues distributed to each of the States by Union Government during last five years?

The Minister of Finance (Shri T. T. Krishnamachari): A statement giving the information is laid on the Table. [*See* Appendix I, annexure No. 75].

Mysore High Court

160. Shri Mohamed Imam:
Shri Vajpayee:

Will the Minister of **Home Affairs** be pleased to state:

(a) the number of judges who have been working in the High Court of Mysore since November, 1956;

(b) the number of cases pending in the High Court;

(c) whether there have been proposals by the State Government to appoint more judges;

(d) if so, how many more judges are proposed to be appointed; and

(e) the reasons for delay in regard to this?

The Minister of Home Affairs (Pandit G. B. Pant): (a) 3 Judges worked on the Bench of Mysore High Court from 1st November 1956 to 23rd November 1956; 4 Judges worked from 24th November 1956 up to 23rd March 1957 and 3 Judges have been working since that date.

(b) 7419 cases were pending in the High Court on 30th April 1957.

(c) & (d). The State Government made proposals for the appointment of more Judges. One permanent Judge and one temporary Additional Judge have recently been appointed by the President. Proposals for the appointment of more Judges are under consideration.

(e) Owing to changes in the Ministry, the reorganisation of States and general elections, the State authorites had to give some time to the formulation of their proposals.

छावनियों में किराया नियंत्रण अधिनियम

१६१. श्री खादीवाला : क्या **प्रतिरक्षा** मंत्री यह बताने की कृपा करेंगे कि :

(क) देश में कितने ऐसे छावनी बोर्ड हैं जो केन्द्रीय एवं राज्य सरकारों के किराया नियंत्रण अधिनियम से मुक्त हैं ;

(ख) इन स्थानों पर किराया नियंत्रण अधिनियम लागू न करने के क्या कारण हैं ;

(ग) क्या सरकार महू के छावनी बोर्ड में केन्द्रीय किराया नियंत्रण अधिनियम लागू करने के विषय में विचार कर रही है ; और

(घ) यदि हां, तो यह अधिनियम कब तक लागू हो जायेगा ?

प्रतिरक्षा उपमंत्री (श्री रघुरामैया) : (क) तथा (ख) सभी छावनियों के बारे में यह सूचना अभी प्राप्त नहीं है, और इकट्ठी की जा रही है । जभी यह प्राप्त होगी, तभी सभा के पटल पर रख दी जायेगी ।

(ग) तथा (घ) जी हां । मकानों के किरायों के विनियमन के लिए संसद् में एक बिल पेश करने का विचार है ?

इन्दौर जिले में भूमि का अर्जन

१६२. श्री खादीवाला : क्या **प्रतिरक्षा** मंत्री यह बताने की कृपा करेंगे कि :

(क) इन्दौर जिले में सेना के पास कुल कितने एकड भूमि है ;

(ङ) वह भूमि उस के द्वारा किस काम में लाई जा रही है ;

(च) शासन की प्रतिवर्ष इस से कितनी आय होती है ; और

(छ) क्या यह सच है कि इस समय कुछ भूमि बेकार पड़ी हुई है ?

प्रतिरक्षा उपमंत्री (श्री रघुरामैया) . (क) इन्दौर जिले में सेना ने कोई भूमि प्राप्त नहीं की है ।

(ख) से (घ) प्रश्न नहीं उठते ।

विस्थापित सरकारी कर्मचारियों का निवृत्ति-वेतन

१६३. श्री नवल प्रभाकर : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) विस्थापित सरकारी कर्मचारियों के निवृत्ति-वेतन के ६० प्रतिशत से बढ़कर ९० प्रतिशत हो जाने के परिणामस्वरूप कितने विस्थापित कर्मचारियों को लाभ हुआ है ; और

(ख) ३० प्रतिशत की इस वृद्धि को पूरा करने के लिये कितने अतिरिक्त धन की आवश्यकता होगी ?

गृह-कार्य मंत्रालय में राज्य-मंत्री (श्री दातार) . (क) तथा (ख) सूचना एकत्र की जा रही है और कुछ समय में वह सभा-पटल पर रख दी जायेगी ।

Estate Duty

164. Shri Morarka: Will the Minister of Finance be pleased to state the total amount assessed as Estate Duty but not realised so far?

The Minister of Finance (Shri T. T. Krishnamachari): The total amount of Estate Duty outstanding on 30.6.1957 is Rs. 1·15 crores. A major portion of the outstanding duty is due to the fact that the Act itself allows payment of duty on immovable property by instalments. Also in certain cases where the amount of duty is disputed and an appeal is filed, payment of duty is held in abeyance, until the decision of the appeal. The inevitable time lag between the determination of duty and the actual collection thereof also accounts for part of the outstanding duty.

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12 hrs.

PAPERS LAID ON THE TABLE

Annual Report of Registrar of Newspapers

The Minister of Information and Broadcasting (Dr. Keskar): Sir, I beg to lay on the Table a copy of the Annual Report of the Registrar of Newspapers for India. [*Placed in Library. See* No. S-127/57.]

Notification re Amendment to Mineral Concession Rules

The Minister of Mines and Oil (Shri K. D. Malaviya): Sir, I beg to lay on the Table, under section 10 of the Mines and Minerals (Regulations and Development) Act, 1948, a copy of the Notification No. MII-159(9)/57, dated the 15th June, 1957, making certain further amendment to the Mineral Concession Rules, 1949. [*Placed in Library. See* No. S-129/57.]

Sea Customs Duties (Provisional Assessment) Rules

The Deputy Minister of Finance (Shri B. R. Bhagat): Sir, I beg to lay on the Table, under sub-section (5) of Section 29-B of the Sea Customs Act, 1878, a copy of the Sea Customs Duties (Provisional Assessment) Rules, 1957. [*Placed in Library. See* No. S-128/57.]

ELECTION TO COMMITTEES

INDIAN INSTITUTE OF TECHNOLOGY, KHARAGPUR

The Deputy Minister of Education and Scientific Research (Dr. M. M. Das): Sir, I beg to move·

"That in pursuance of clause (h) of Section 11 of the Indian Institute of Technology (Kharagpur) Act, 1956, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as members of the Board of Governors of the Indian Institute of Technology, Kharagpur"

Mr. Speaker: I shall put the motion to the vote of the House

Shri Ranga (Tenali) Sir, I have one small question I would like to know whether the report of the working of this particular institute at Kharagpur has been published and, if so, is it likely to be distributed among the Members of this House?

Dr. M. M. Das: I will enquire about the matter, and if the report has been published I will place it on the Table of the House

Mr. Speaker: The question is

"That in pursuance of clause (h) of Section 11 of the Indian Institute of Technology (Kharagpur) Act, 1956, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as members of the Board of Governors of the Indian Institute of Technology, Kharagpur"

The motion was adopted

ALL INDIA COUNCIL FOR TECHNICAL EDUCATION

Dr. M. M. Das: Sir, I beg to move:

"That in pursuance of clause (f) of paragraph 3(1) of the Resolution of the Government of India No F 16-10/44-E III, dated the 30th November, 1945, as amended from time to time, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as members of the All India Council for Technical Education for the residuary term of the Council viz, up to 29th April, 1958"

Mr. Speaker The question is

"That in pursuance of clause (f) of paragraph 3(1) of the Resolution of the Government of India No F 16-10/44-E III, dated the 30th November, 1945, as amended from time to time, the Members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, two Members from among themselves to serve as members of the All India Council for Technical Education for the residuary term of the Council viz, up to 29th April, 1958"

The motion was adopted

BUSINESS ADVISORY COMMITTEE

FOURTH REPORT

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I beg to move

"That this House agrees with the Fourth Report of the Business Advisory Committee presented to the House on the 19th July, 1957"

Mr. Speaker. The question is

"That this House agrees with the Fourth Report of the Business Advisory Committee presented to the House on the 19th July, 1957".

The motion was adopted.

DHOTIES (ADDITIONAL EXCISE DUTY) AMENDMENT BILL*

The Minister of Commerce (Shri Kanungo): Sir, I beg to move for leave to introduce a Bill to amend the Dhoties (Additional Excise Duty) Act, 1953

Mr. Speaker: The question is

"That leave be granted to introduce a Bill to amend the Dhoties (Additional Excise Duty) Act, 1953"

The motion was adopted

Shri Kanungo: I **introduce the Bill

DEMANDS FOR GRANTS—RAILWAYS—*contd*

Mr. Speaker: The House will now take up further discussion of the Demands for Grants Nos 2 to 20 in respect of Railways for which about 2½ hours are now available

The list of Selected Cut Motions relating to these Demands has already been circulated to Members on the 19th July, 1957 I shall ask these Cut Motions to be moved subject to their being otherwise admissible

I will call upon the Railway Minister to reply to the debate at 14 00 hours after which the Cut Motions will be disposed of and the Demands put to vote

Shri Tyagi (Dehra Dun) Sir, before you proceed with the day's business I want to bring one thing to your notice and that is about placing on the tables a pencil and a few slips for the Members Sometimes we have to pass on slips to you or to other Members, and it is bad economy not to place these pencils and slips If they are not placed Members will have to talk among themselves

Mr. Speaker: I will give beautiful pencil if they will preserve them I would only say that I will give as many pencils as are necessary, let hon Members keep and preserve them

Shri Tyagi: What about the slips?

Mr. Speaker: Certainly, they will be placed on the Table

The following is the list of selected cut motions relating to Demands Nos 2 to 20 which was circulated to Members on the 19th which have been indicated by the Members to be moved subject to their being otherwise admissible

Demand No	*No of Cut Motion*
2	35, 36, 37, 38, 75, 76, 77, 78, 79, 80, 119, 120, 121, 122, 123, 124, 204, 205, 206, 208
3	125
4	14, 40, 41, 81, 82, 83, 127, 128, 129, 130, 131, 132, 133, 134, 209, 210, 211, 212, 213, 214, 215.
5	15, 137, 138, 139, 140
6	141 142, 143
7	16, 216
8	42, 145
9	147, 148
10	149, 150, 151, 152, 220
11	17
12	221
13	43, 153
15	46, 47, 88 89, 90, 91, 154, 156, 157, 158, 159, 160, 175, 224, 227, 228, 229
16	161, 230
17	48
18	162, 163 179

Pay scale of higher officials

Shri Assar (Ratnagiri) I beg to move

"That the demand under the head Miscellaneous Expenditure' be reduced by Rs 100"

*Published in the Gazette of India, Extraordinary, Part II, Section 2, dated 22-7-1957, pp 209—302

**Introduced with the recommendation of the President

Failure to take steps for preventing loss of goods etc.

Shri Assar: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Failure to start broad gauge railway from Poona to Kolhapur on Southern Railway

Shri Assar: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Failure to stop irregularity of local suburban trains running between Bombay and Kalyan

Shri Assar: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Insufficiency of train service on South-West broad gauge section on Southern Railway

Shrimati Parvathi Krishnan (Coimbatore): I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Overcrowding in the trains

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Provision for a Railway Line from Punalur to Kayenkulam through Adoor in Kerala

Shri V. P. Nayar (Quilon): I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Necessity of running an Express Service from Mangalore to Trivandrum on completion of the Ernakulam-Quilon line

Shri V. P. Nayar: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Necessity to provide coverings in all the Railway Station Platforms to Protect passengers from rains

Shri V. P. Nayar: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Necessity to provide III class Waiting Rooms at Punalur Station

Shri V. P. Nayar: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Need for instituting a survey of the Chalakudy-Pollachi rail link via Parambikulam.

Shri Warrior (Trichur): I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Failure to increase the productive capacities of coach factories

Shri Yajnik (Ahmedabad): I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Survey of Mourigram and Dankuni line

Shri Ghosal (Uluberia): I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Inadequacy of passenger train service between Kharagpur and Puri in the South Eastern Railway.

Shri S. N. Dwivedy (Kendrapara): I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Urgent necessity of constructing an over-bridge on the road between the station and the locoshed in Shornur on Southern Railway.

Shri Warrior: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Urgency of completing the construction of the over-bridge of the Trichur Railway goodshed.

Shri Warrior: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Delay in conducting survey for a line between Viruddunagar and Arrupukkottai.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Failure to provide for the engineering and traffic survey of the Karur—Dindigal line on the Southern Railway.

Shri Sampath (Namakkal): I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Delay in the survey for doubling of track between Arakenam and Erode on the Southern Railway.

Shri Sampath: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Need to undertake engineering and traffic survey for a direct link between Tanjore and Puddukkottali District.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Miscellaneous Expenditure' be reduced by Rs. 100."

Failure to nationalise private railway on economic basis.

Shri Yajnik: I beg to move:

"That the demand under the head 'Payments to Worked Lines and others' be reduced to Re. 1."

Failure to take effective steps for preventing accidents resulting in loss of life and property.

Shri Naushir Bharucha (East Khandesh): I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Administration' be reduced by Rs. 100."

Need to improve operation efficiency in the working of Railways.

Shri Mohamed Imam (Chitaldrug): I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Pay-scale of station masters and assistant station masters.

Shri Vajpayee (Balrampur): I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Administration' be reduced by Rs. 100."

Failure to take effective steps to reduce the incidence of late running of trains.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Need for improvements in running of and accommodation in the Grand Trunk Express.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Wage Policy in regard to the Railway Employees.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Grievances of the construction staff in the South-Eastern Railway.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Inadequate transport facilities for removing manganese ore from Andhra mines.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

To discuss the Working of Engineering Department, Traffic Department and Security Organisation.

Shri Ghosal: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Anomalies in pay scales of general clerks appointed during 1947.

Shri Tangamani (Madurai): I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Exclusion of draughtmen from the scope of the recent announcement of pay revision by the Railway Minister.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ordinary Working Expenses —Administration' be reduced by Rs. 100."

Low pay grades of Railway Security Force.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs 100"

Inefficient working and corruption in the Vigilence Branch.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Indiscriminate transfers of employees.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Unwieldy size of Railway Zones and the consequent loss in the administrative efficiency.

Shri Sampath: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs 100."

Leave reserve allowed for Station Masters by the Adjudication Award not granted in Madura Division in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs 100"

Delay in the disposal of representations made to General Manager, Southern Railway.

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs 100."

Interference by the Authorities of the Southern Railway in the internal affairs of trade Unions

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs 100."

Stopping of casual labour system on the Southern Railway

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs 100"

Non-implementation of the recommendations of the Ariyalur Railway Accident Enquiry Commission.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs. 100."

Deterioration in speed of goods trains and punctuality of passenger trains.

Shri Bimal Ghose: I beg to move:

"That the demand under the head 'Working Expenses—Administration' be reduced by Rs 100."

Failure to effect economy in repairs and maintenance expenditure

Shri Naushir Bharucha: I beg to move·

"That the demand under the head 'Working Expenses—Repairs and Maintenance' be reduced by Rs 100"

Reportedly dangerous condition of the river bridges of Chalakudy and Kurumaly in Southern Railway.

Shri Warrior: I beg to move:

"That the demand under the head 'Working Expenses—Repairs and Maintenance' be reduced by Rs 100"

Exclusion of Mechanical Branch Personnel of the Nilgiris Mountain section of the Southern Railway from the scope of recent announcement of pay revision by Railway Minister

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Working Expenses—Repairs and Maintenance' be reduced by Rs 100"

Failure to repair over age coaches and wagons now sold as scrap.

Shri Yajnik: I beg to move:

"That the demand under the head 'Working Expenses—Repairs and Maintenance' be reduced by Rs 100"

Failure to supply tools and particularly in the loco-shed at Madura.

Shri Tangamani: I beg to move:

"That the demand under the head 'Working Expenses—Repairs and Maintenance' be reduced by Rs 100"

Demands of the staff of the de-luxe train in Southern Railway

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Working Expenses—Operating Staff' be reduced by Rs 100"

Appointment of Punctuality Inspectors on the Southern Railway

Shri Warrior: I beg to move

"That the demand under the head 'Working Expenses—Operating Staff' be reduced by Rs 100"

Complete stoppage of the appointment of retired railway servants to work under their former subordinates

Shri Warrior: I beg to move.

"That the demand under the head 'Working Expenses—Operating Staff' be reduced by Rs 100"

Extravagant expenditure on fuel

Shri Naushir Bharucha: I beg to to move

"That the demand under the head 'Ordinary Working Expenses —Operation' (Fuel) be reduced by Rs 100"

Failure to implement the recommendations of the Driver Committee for effecting economy in coal consumption

Shri B. C. Ghose I beg to move

"That the demand under the head 'Ordinary Working Expenses —Operation' (Fuel) be reduced by Rs 100"

Failure to prevent pilfering of and damage to goods.

Shri Vajpayee: I beg to move:

"That the demand under the head 'Working Expenses—Operation other than Staff and Fuel' be reduced by Rs 100"

Compensation of goods lost and damaged

Shri Ghosal: I beg to move:

"That the demand under the head 'Working Expenses—Operation other than Staff and Fuel' be reduced by Rs 100"

Mismanagement of Eastern Railway Press

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Working Expenses—Miscellaneous Expenses' be reduced by Rs 100"

Construction of roofs in all the platforms of the railway stations particularly in the Cochin Harbour Terminus-Shoranur line

Shri Warrior: I beg to move

"That the demand under the head 'Working Expenses—Miscellaneous Expenses' be reduced by Rs 100"

Hospital facilities for employees particularly at Madura

Shri Tangamani: I beg to move:

"That the demand under the head 'Working Expenses—Labour Welfare' be reduced by Rs 100"

Failure to provide facilities for recreational and social activities for railway staff and their families at Kalyan Station

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Working Expenses—Labour Welfare' be reduced by Rs 100"

Failure to provide adequate health, canteen and other amenities

Shri Yajnik: I beg to move:

"That the demand under the head 'Working Expenses—Labour Welfare' be reduced by Rs 100"

Failure to provide accommodation to lower grade staff in Madras State, Southern Railway

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Working Expenses—Labour Welfare' be reduced by Rs 100"

Selection of Assistant Surgeons Grade II to the rank of Assistant Surgeons Grade I in South Eastern Railway

Shri B Dasgupta (Purulia) I beg to move

"That the demand under the head 'Working Expenses—Labour Welfare' be reduced by Rs 100"

Basis of contribution from revenues to the Depreciation Fund

Shri Naushir Bharucha I beg to move

"That the demand under the head 'Working Expenses—Appropriation to Depreciation Reserve Fund' be reduced to Re 1"

Policy and basis of payment to General Revenues

Shri B C Ghose I beg to move

"That the demand under the head 'Dividend payable to General Revenues' be reduced to Re 1"

Failure to provide adequate housing facilities for railway employees

Shri Vajpayee. I beg to move

"That the demand under the head 'Open Line Works (Revenue) —Labour Welfare' be reduced by Rs 100"

Failure to supply adequate water supply, sanitation, cooling arrangements etc., in work-shops and colonies

Shri Yajnik: I beg to move

"That the demand under the head 'Open Line Works (Revenue) —Labour Welfare' be reduced by Rs 100"

Failure to construct new line from Dina to Dasgaon

Shri Assar. I beg to move

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Failure to undertake construction of Tinnevelly—Cape Comorin and Dindigul—Koodalur lines in Southern Railway

Shri Tangamani: I beg to move

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Inadequate provision for new railway lines in the State of Kerala

Shri Punnoose (Ambalapuzha) I beg to move

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Need to open a railway line from Ernakulam to Kayenkulam via Alleppey in Kerala State

Shri Punnoose I beg to move

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Necessity to provide foot bridges for the Railway Bridge at Perunad near Quilon

Shri V. P Nayar I beg to move.

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Construction of Chamarajnagar-Satyanagalan-Coimbatore line.

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Construction of New Lines' be reduced by Rs. 100."

Failure to lay down Bhavnagar-Tarapur Railway, Western Railway.

Shri Yajnik: I beg to move:

"That the demand under the head 'Construction of New Lines' be reduced by Rs. 100."

Opening of the Konkan Railway Line

Shrimati Parvathi Krishnan: I beg to move·

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Possibilities of a new branch line from Kendrapara Road to Bhadrak via Kendrapara Town in the South Eastern Railway.

Shri S. N. Dwivedy: I beg to move:

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Failure to construct Konkan Railway Starting with Diwa Dasgoan section

Shri Goray (Poona). I beg to move·

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Construction of Tellicherry-Coorg Mysore railway.

Shri Warrior: I beg to move:

"That the demand under the head 'Construction of New Lines' be reduced by Rs. 100"

Construction of Trichur-Kollangod rail link.

Shri Warrior: I beg to move:

"That the demand under the head 'Construction of New Lines' be reduced by Rs. 100."

Necessity of constructing a new line from Nilambur or Melattur to Ferok

Shri Pocker Sahib (Manjeri): I beg to move.

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Failure to undertake construction of Madurai—Karaikkudi line via Malur Tirupattur in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Delay in construction of broad gauge line along ex-Barasat-Basirhat Light Railway

Shrimati Renu Chakravartty (Basirhat) I beg to move

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Failure to include the construction of new lines between Salem and Bangalore, Vellore and Conjeevaram, Chinnasalem and Chingleput, Tinnevelly Trivandrum-Cape-Camorin and Satyamangalam and Chamrajunagar on the Southern Railway

Shri Sampath: I beg to move:

"That the demand under the head 'Construction of New Lines' be reduced by Rs 100"

Construction of the Salem-Bangalore line in the Southern Railway.

Shrimati Parvathi Krishnan: I beg to move·

"That the demand under the head 'Construction of New Lines' be reduced by Rs. 100."

Failure to produce and import sufficient number of locomotives, and third class coaches.

Shri Yajnik: I beg to move·

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs 100"

Position of rolling stock of railways

Shri Bimal Ghose: I beg to move

"That the demand under the head 'Open Line Works—Additions' be reduced by Rs 100"

Urgent necessity of track renewal between Tinnevelly Junction and Tiruchendur in Southern Railway

Shri Tangamani: I beg to move

"That the demand under the head 'Open Line Works—Replacements' be reduced by Rs 100"

Amenities to railway passengers

Shri Goray: I beg to move

"That the demand under the head 'Open Line Works—Development Fund' be reduced to Re 1"

Failure to provide adequate amenities to third class passengers and other railway users

Shri Yajnik. I beg to move

"That the demand under the head 'Open Line Works—Development Fund' (pp 137—140) be reduced by Rs 100"

Necessity of reconstructing the Calicut Railway Station, Southern Railway

Shri Pocker Sahib· I beg to move

"That the demand under the head 'Open Line Works—Development Fund' be reduced by Rs 100"

Mr. Speaker. All these cut motions are now before the House

Shri Mohiuddin (Secunderabad). Mr Speaker, Sir, the other day when the House took up the Private Members' Resolutions, I was referring to certain facts which have been differently mentioned in different reports or books presented with the budget papers On page 34 of the White Paper the number of additional wagons is shown as 17,729, whereas on page 76 under 'rolling-stock programme' the figure is shown as 14,046 I am pointing out these confusions only because they present great difficulties to us when we really want to study them in detail Similarly, on page 2 of the White Paper the tonnage that originated in the broad gauge and metre gauge is shown as 87 million tons and 24 million tons respectively, giving a total of 111 million tons In the annual report of the Railway Board for the same period, 1955-56, the figure is shown as 115 3 million tons

The figure of 115 3 million tons is also given in the booklet *'Indian Railways'* which has been supplied to us with the budget papers The figures in the annual report of the Railway Board and in the *'Indian Railways'* agree with each other, but the figure given in the white paper on page 2 is different Similarly if we examine the figures for 1950-51, there is a difference again between the white paper and the Railway Board figures The white paper gives the figure of 89 38 million tons for 1950-51 and the Railway Board has given the figure of 92 34 million tons I wish to draw the attention of the hon Minister to the fact that if we have to study these figures of mileage and tonnage and the estimates, I think we should have very clear figures presented in such a manner that there is no confusion I know the hon Minister will say that these different figures are correct in their own contexts But the terms used are the same in the different reports and that causes confusion

The number of wagons placed on the line in 1955-56 for both broad gauge and metre gauge was just over 20,000 and the number of new wagons for which orders have been placed was 35,568 As I have mentioned before, the white paper shows that

[Shri Mohiuddin]

we have ordered for 1957-58 only 17,729 wagons. This is less than 50 per cent of the performance that the Railway Ministry has shown in 1955-56. I know the hon. Minister would say, "Give me more funds and I will get more wagons". But I think this reduction of about 40 per cent in the placing of orders for 1957-58 is a very serious affair and I hope every effort will be made to increase the supply of wagons, so that the movement of goods is not hampered in one way or the other.

The Hingoli-Khandwa line is under construction and part of line was opened recently by the hon. Minister. I hope that this line will be completed very soon. With the completion of this line connecting the north and the south by metre gauge, there will be a good deal of relief for the other systems of the railways. With the completion of this line, Secunderabad will be in a centrally located area both for the north-running section and the south-running section. I hope the hon. Minister will consider establishing a wagon-building factory and also a coach-building factory for metre gauge at Secunderabad. The capacity for wagon-building has been increasing. Now it is reported to be about 20,000 and it is expected that it will be increased to 36,000 per annum in the near future. Metre gauge wagons are very badly required and I hope that the construction of metre gauge wagons at Secunderabad will be undertaken very soon.

The hon. Minister said in his speech that 40,000 staff quarters were built in the first Five Year Plan and 15,000 were built last year. He also said that there is a programme for building 15,000 quarters for the next year. This is very satisfactory progress, especially so far as quarters for the low paid employees of the railways are concerned. In addition to building new quarters, the hon. Minister has also programmes for improving the existing quarters and for provision of amenities like water supply and electrification. I hope out of the funds provided for amenities of employees, more funds will be devoted to the provision of light and other amenities alike water supply. I specially invite the attention of the hon. Minister to the condition prevailing in the railway quarters in Secunderabad. I am referring to the Lalaguda side of the railway quarters. They lack elementary amenities—there is no lighting and no arrangements for sanction. I plead with the hon. Minister that more funds should be allotted for the provision of amenities for the railway quarters in Secunderabad out of the total funds provided for amenities.

श्रीमती लक्ष्मीबाई (विकाराबाद) : अध्यक्ष महोदय, तीन चार दिन से रेलवे बजट पर जो बहस हो रही है उसको मैंने सुना है। बहुत से आनरेबल मैम्बर्स ने नई रेल की लाइनें बिछाने के बारे में अपने सुझाव पेश किए हैं। कुछ मैम्बर्स ने अपनी कंस्टिट्यूएंसीस में नई रेल की लाइनें बिछाने की भी मांग की है। पिछले चार पांच सालों के अन्दर रेलवे डिपार्टमेंट ने मुसाफिरों को सहूलियतें पहुंचाई हैं, इसमें कोई शक नहीं है। लेकिन जितनी सहूलियतें पहुंचाई गई है वे काफी नहीं है। मैं कहने नहीं जा रही हूं कि आप बहुत ज्यादा खर्च करें। मैं केवल इतना कहना चाहती हूं कि रेल डिपार्टमेंट में बहुत सी खूबियां हैं मगर उनसे भी बढ़ कर सके अन्दर कमियां हैं। एम० पी० बनने के बाद मैं तीसरे दर्जे में केवल यह देखने के लिए कि लोगों की क्या तकलीफें हैं, बम्बई से हैदराबाद गई थी। इस भारतवर्ष देश में जहां कि अधिकांश लोग थर्ड क्लास में ट्रैविल करते हैं, मैं समझती हूं कि करीब ९० फीसदी लोग थर्ड क्लास में सफर करते है वहां थर्ड क्लास में उनको बहुत कम सुविधाएं प्राप्त है और मैं इतना ही कह सकती हूं कि उनको सहूलियत की जगह दिक्कत मिलती है और मैं समझती हूं कि शायद पैदल चलने वालों को भी उतनी दिक्कत न महसूस होती होगी जितनी के तीसरे डिब्बे

में यात्रा करने वाले लोगों को मालूम होती होगी। इसका बड़ा कारण मेरी समझ में यह है कि रेल के कर्मचारी बहुत ही केअरलेस होते हैं और यात्रियों को सुख सुविधा पहुचाने का बिलकुल खयाल नही करते, अपने को सीधे आसमान से उतरा समझते हैं और अपनी ड्यूटी ठीक तरह से अंजाम नही देते और इन्टरेस्ट नहीं लेते। रेलवे कर्मचारी इधर उधर खड़े तमाशा देखते रहते है और मुसाफिरो मे झगड़ा फसाद होता रहता है और रिपोर्ट मिलने पर कोई ध्यान नही देते।

इसके अतिरिक्त एक दूसरी चीज जिसकी कि ओर मैं रेल मंत्री महोदय और सदन का ध्यान दिलाना चाहती हू वह यह है कि यहा हिन्दुस्तान में रेलो को चलते १०० वर्ष हो गये लेकिन औरतो के वास्ते एक रेलगाड़ी में जैसे पहले एक डिब्बा रहता था वैसे ही आज भी एक डिब्बा औरतों के लिये रहता है और उसी एक डिब्बे में औरत बच्चे कच्चे और सामान सब कुछ भूसे की तरह ठूस दिया जाता है। एक ही डिब्बे मे १५, २० मील के सफर करने वाले और लम्बे सफर करने वाले सब उसी एक डिब्बे मे बैठते है और हर एक औरत के साथ ४, ५ बच्चे और ७, ८ पुटलिया होती है और इन सब से उस जनाने डिब्बे की हालत बड़ी खराब हो जाती है और उसके अन्दर दम घुटने लगता है और यात्रियो की बुरी हालत हो जाती है। हमारे रेलवे मत्री महोदय मै जानती हू कि बहुत रहमदिल है और वे थर्ड क्लास यात्रियो की शोचनीय अवस्था से पूरी तरह परिचित है और उनको दूर करना चाहते है और उसके लिये आवश्यक कदम भी उठा रहे है लेकिन मुझे उनकी सेवा मे निवेदन यह करना है कि जिस तरह से उनके दिल में गरीब यात्रियो के लिये दर्द और सहानिभूति है उसी तरह का दर्द और सहानिभूति का भाव उनके अन्य मातहत रेलवे कर्मचारियो मे भी होना चाहिये जो कि मै पहले ही निवेदन कर चुकी हू कि मौजूद नहीं है। आज हम देखते है कि रेल कर्मचारियो मे वह चीज नही है और स्टैचूज जैसे खड़े रहते हैं यात्रियो पर होने वाली मुसीबतो के प्रति बिलकुल इनडिफ्रैंट रहते हैं।

थर्ड क्लास के यात्रियो को राहत देने का मेरा एक सुझाव यह है कि १०० मील से ऊपर की यात्रा करने वालो का टिकट एक खास रग का होना चाहिये और उनके बैठ के लिये डिब्बे के बाहर एक फुट की चौड़ाई मे वही रग करा देना चाहिये ताकि १०० मील से ऊपर के यात्री उसी डिब्बे में जाकर बैठे और जो मुसाफिर १०० मील से कम के सफर करने वाले है उनके डिब्बे के बाहर वह विशेष रग लगा होना चाहिये जो उनके टिकट का हो और ऐसा करने से हम यात्रियो को काफी सुविधा पहुचा सके।

इसके अलावा १, २ साल तक के लिये करीब ४, ५ डिब्बो के बीच मे एक कडक्टर खडा होना चाहिये जो कि लोगो को ठीक जगह पर बैठने और सामान रखने आदि मे मदद करे और उनकी अन्य सुविधाओ का ध्यान रक्खे। ऐसी व्यवस्था करने से कोई खास रेलवे मत्रालय का खर्चा नही बढ़ने वाला है सिर्फ हिकमत और श्रद्धा की जरूरत है।

एक दूसरी चीज जिसकी कि ओर मै रेलवे मत्री महोदय और उनके मत्रालय का ध्यान आकर्षित करना चाहती हू, वह है थर्ड क्लास में सफाई की ओर ध्यान दिया जाना जो कि नही दिया जाता। जहा फर्स्ट क्लास मे कोई भीडभाड नही होती और केवल ८, ५ यात्री सफर करते है वहा बार बार झाड़ू लगाने वाले आते रहते है और वहा पर कचडा नाम को नही रहता लेकिन थर्ड क्लास मे जहा अत्याधिक भीड़ होती है और जहा कि काफी गन्दगी और कूडा करकट जमा रहता है वहा सफाई रखने की ओर बिलकुल ध्यान नही दिया जाता और वहा झाड़ू देने वाले का कोई पता नही रहता। थर्ड क्लास के डिब्बो मे मक्खिया भिनकती रहती है और थक

[श्रीमती लक्ष्मीबाई]

और गलाजत पड़ी रहती है और अक्सर उनमें यात्रा करने वाले लोग बीमार भी बैठ जाते है। इसलिये मेरा सुझाव है कि थर्ड क्लास के डिब्बो मे सफाई की समुचित व्यवस्था होनी चाहिये और हर एक थर्ड क्लासो के डिब्बो के ऊपर एक स्वीपर होना चाहिये जो वहा अन्दर जाकर झाड़ू दे और सफाई करे। फर्स्ट क्लास मे जहा सफाई की इतनी जरूरत भी नही होती वहा स्वीपर्स बार बार झाड़ू लगाने पहुच जाते है क्योकि वहा साहब लोगो से उनको पैसा मिलने की उम्मीद होती है।

इसके अलावा मेरा एक सुझाव यह भी है कि वीमेन पैसेन्जर्स को आवश्यक सुविधाये पहुचाने के लिये प्रत्येक गाडी पर दो तीन एक्सपीरिएन्स्ड वीमेन कडक्टर्स होनी चाहिये जो कि औरतो के सुख सुविधा का ख्याल रक्खे और उनकी दूसरी यात्रा सम्बन्धी कठिनाइया हल करे।

जहा तक रेलवे पर होने वाली दुर्घटनाओ का सबध है मै चूकि हैदराबाद से आती हू इसलिये जानती हू कि वहा पर एक के बाद एक होने वाली रेलवे दुर्घटनाओ का वहा की जनता पर कैसा मनोवैज्ञानिक असर पडा है। वे वहा की रेलगाडियो पर सफर करते दिल मे डरते ही रहते है कि कही कोई हादसा न हो जाय। मुझे पता है कि महबूबनगर रेल दुर्घटना हैदराबाद मे उसी महीने मे एक साल पहले हुई थी। जहाकि पिछले साल उससे थोडी दूर पर दूसरी बड़ी रेल दुर्घटना हो गई थी यह दोनो रेल दुर्घटनाए रेलवे पुलो के टूट जाने से हुई जब कि वहा नदिया बहुत चौडी नही है और छोटी नदिया है और जिनके कि पुल दूसरे भागो की अपेक्षा बहुत छोटे थे। मै जानती हू कि किस तरह उस रेल दुर्घटना मे कई खानदान बिलकुल नेस्त नाबूद हो गये। एक डाक्टर का पूरा का पूरा खानदान नदी में डूब गया, एक नयी शादी करके दुलहा दुलहिन जो कि उस गाड़ी से जा रहे थे वे भी नदी में डूब गये और इसी तरह मै जानती हूं कि कई खानदान ही बिलकुल खत्म होगये। मैं ऐसे बहुत से घरो को जानती हूं जिनके कि सगे लोग उस दुर्घटना मे मारे गये और जिनके कि घरों मे आज भी गम छाया हुआ है। उस महबूबनगर की रेल दुर्घटना मे ३००, ४०० लोग मर गये और लाखो रुपये का नुकसान पहुंचा। ठीक एक साल बाद उसी महीने मे महबूबनगर के पास दूसरे स्थान पर एक रेल की पुलिया टूटने से फिर बडा हादसा हो गया और मुझे अफसोस के साथ यह चीज कहनी पड़ती है कि महज रेलवे कर्मचारियों की नाकाबलियत की वजह से ही यह दुर्घटना हुई जरूरत सिर्फ बजट मे आवश्यक रुपये का इतजाम करने की नही है बल्कि आज रेलवे कर्मचारियो मे जो एक लापरवाही और इनडिफैंस का माद्दा है, उसको दूर करना है। अब चूकि फिर सितम्बर का महीना आरहा है इसलिए हैदराबाद के लोग डर रहे है कि कही फिर तो वही आफत हम लोगो पर नही आने वाली है। मै नही समझती कि अगर वहा के रेलवे के जिम्मेदार कर्मचारी लगन से और सावधानी से अपनी ड्यूटी अजाम दे तो कैसे वहा पर इस तरह के रेलवे एक्सिडेन्ट्स हो सकते है। वहा की तो नदिया बहुत छोटी है और उन पर पुल भी उतने बडे नही है जितने कि देश के और भागो मे होते है। दूसरी रेल दुर्घटना जो वहा पर पारसाल हुई थी, वह पुल आठ दिन पहले बनवाया हुआ था, कुल १०, १२, गज की पुलिया टूट जाती है जिसके कि परिणाम स्वरूप ३००, ४०० आदमियो की मृत्यु हो जाती है और कम से कम ५० आदमी बह कर पानी मे चले जाते है।

रेलवे फाटको पर जो आपके कर्मचारी होते है वे अपनी ड्यूटी के प्रति कतई लापरवाह रहते है और रेलवे के फाटक बद करके बठे रहते है और लकड़ी वाले से लकड़ी लिए बिना,

दूध वालों से, कोयला वालों से और दूसरे सामान वालो से पैसा कमाते हैं । रात में पड़े फाटक बंद किये सोते रहते है और कभी कभी तो हम लोगो को जाकर उनको उठाना पड़ता है तब कही जाकर वे उठते है और फाटक खोलते है । कहने का तात्पर्य यह है कि आज के जमाने मे आपके कर्मचारी ठीक तरह ड्यूटी नही देते और बहुत लापरवाही बर्तते है । अंग्रेजी हुकूमत के वक्त बचपन में मैं देखती थी कि लोग अंग्रेजी हुकूमत से डरते थे और उसके कारण मुस्तैदी से अपना काम करते थे लेकिन आज कोई नही डरता है । मैं चाहती हू कि रेलवे मंत्री महोदय और उनका मंत्रालय इस ओर विशेष ध्यान दे ताकि उनके कर्मचारी मुस्तैदी और लगन के साथ अपनी ड्यूटी दे ।

रेलवे के मंत्री महोदय से मेरा निवेदन है कि थर्ड क्लास के मुसाफिरो को जो राहत पहुचाने के लिए मैं ने सुझाव दिए है उन पर वे गोर करे और उनको सुविधाए पहुचाने का यथाशीघ्र इंतजाम करे । इसके अतिरिक्त मै चाहती हू कि रेलगाडी में औरतो का एक डिब्बा न होकर दो डिब्बे होने चाहिय । औरतो के लिए कम से कम दो डिब्बे होने ही चाहिये । साथ में एक कंडक्टर भी होना चाहिए ।

जो यात्री सो मील से ज्यादा की यात्रा करने वाले हो, उन के टिकट का रंग दूसरा होना चाहिये जिस में जो गरीब लोग है और बिना पढे लिखे है वह भी उस को आसानी से समझ सके । साथ ही आप हर स्टेट में बहनो की एक समिति बनाइए, वह छोटी छोटी सुविधाओ तक की ओर रेलवे मंत्रालय का ध्यान खीचेगी और आप को अपने काम में मदद देगी ।

रेलवे बजट के बारे मे मुझे और कोई खास बात बोलनी नही थी । दूसरे लोग रेलो में थर्ड क्लास के डिब्बो को बढ़ाने की बात कह चुके है, इस लिए मैं उस के विषय मे अधिक कहना नही चाहती । हालांकि मेरी कांस्टिट्यूएंसी मे भी रेलो की बहुत जरूरत है, लेकिन आज कल की हालत को देखते हुए मैं इस बारे मे ज्यादा नही कहूगी । आप भले ही नई गाडिया ज्यादा न चलाए अगर यही सुविधाएं दे दे तो भी काम चल सकता है ।

Mr. Speaker: Shrimati Minimata.

Shri Punnoose: One more Member may be allowed to speak from our side

Mr. Speaker: I gave four chances to Communist Members They took one hour Normally they must have taken 40 minutes There are other people whom I have to call upon to speak In view of the fact that we have to conclude this discussion by 2 O'clock and call upon the hon Minister, I request that hon Members may confine their remarks to 10 minutes each, so that I may call upon other hon Members

Pandit D. N. Tiwary (Kesaria) Those who spoke on the General discussion ought not to be allowed to speak again Some hon Members get two or three chances while others are deprived of even one

Mr. Speaker: There are 500 hon Members I have to give chances to every State I have already called 3 Members from Bihar I have no objection to call as many as possible I have a State-wise list here Bihar 3, Andhra 2, Assam 1, Bombay 4, U P 4, West Bengal 5 and Punjab 3

Shri Shree Narayan Das (Darbhanga) The number of speakers should also depend upon the number of seats

Mr. Speaker: Kerala is the tail end.

I now call upon Shrimati Minimata.

श्रीमती मिनीमाता :(बलोदा बाजार—रक्षित अनुसूचित जातिया) . अध्यक्ष महोदय,

[श्रीमती मिनीमाता]

प्रस्तुत रेलवे बजट के अनुदानों की मांगों पर सदन विचार कर रहा है और कुछ हेर-फेर के साथ यह मांगें स्वीकार कर ली जाएगी। यात्रियों की सुविधायें बढ़ाने और गाड़ियों के डब्बों को लम्बे करने की योजनाएं यहां बनाई जा रही है, मैं भी अनुरोध करती हूं कि छत्तीसगढ़ के रायपुर डिस्ट्रिक्ट में राजीम, जो एक प्राचीन तीर्थ स्थान है, मे बी० एम० आर० की छोटी लाइन है, वहां यात्रियों के लिए बहुत असुविधाए हैं, उन की ओर ध्यान दिया जाए। मैंने पहले एक बार रेलवे मंत्री महोदय से प्रार्थना की थी, और पहली पंचवर्षीय योजना में उन्होने आश्वासन भी दिया था कि वहा पर बडी लाइन बनाई जाएगी और कहा था कि बडी लाइन बनाने के लिए और नदी पर पुल डालने के लिये नक्शे पर विचार किया जा रहा है, परन्तु आज तक उसका कोई पता नही चला। राजीम के महत्व को देखते हुए वहा बडी लाइन का बनाना बडा आवश्यक है। स्टेशन तो राजीम के नाम से है, परन्तु वह है नयपारा के अन्दर। नयपारा मे पुल वगैरह न होने के कारण दूकानदार और साहूकार राजीम से आकर नयपारा मे बस रहे है और राजीम का प्राचीन तीर्थ स्थान खाली होता जा रहा है। यदि इसी प्रकार चलता रहा तो दस या पाच वर्ष मे राजीम का महत्व बिल्कुल खत्म हो जाएगा और वह उजाड़ सा हो जाएगा। मैं कहना चाहती हू कि राजीम के महत्व को देखते हुए रेलवे मत्रालय नदी पर पुल और बड़ी लाइन बनाने की कृपा करे।

भोपाल नए मध्य प्रदेश की राजधानी है। मध्य प्रदेश के पूर्व में रहने वालों को यहा आने जाने में दो तीन दिन लग जाते है। वहा गाड़ियों के लेट हो जाने के कारण यात्रियो को दो-दो तीन-तीन दिन स्टेशन पर पड़े रहना पड़ता है। उन भागों मे कोई एक्सप्रेस या मेल नही चलती है। इस लिए जनता की कठिनाई को देखते हुए भोपाल से बीना और कटनी के रास्ते से रायगढ़ तक एक एक्सप्रेस या मेल चलाने की भी रेलवे मंत्रालय कृपा करें।

रायपुर एक जंकशन और व्यापारियों का केन्द्र है। इस स्टेशन के दोनों ओर घनी आबादी है। वहां पर एक ओवर ब्रिज बनाने के लिए मैं ने पहले भी प्रार्थना की थी। इस की ओर भी ध्यान देना आवश्यक है। साथ ही मैं यह कहना चाहती हू कि रायपुर से हावड़ा पैसेंजर में एक तीसरे दर्जे की बोगी लगा करती थी लेकिन कुछ दिनों से वह बोगी हटा दी गई है जबकि वहा पर भिलाई स्टील प्लान्ट है और भीड़ अधिक होती जाती है। बिलासपुर से डूगरगढ़ जाने के लिए लड़ाई के पहले और उसके बाद भी एक लोकल ट्रेन चला करती थी। अब उसको भी बन्द कर दिया गया है जबकि भिलाई और रूरकेला आने जाने के लिए बड़ी भीड़ हुआ करती है और खास कर मजदूरों की बडी भीड़ होती है। इसलिए मेरी प्रार्थना है कि बिलासपुर से सारगगढ आने जाने के लिए फिलहाल एक लोकल ट्रेन चला दी जाए। वहा के लोगो को बडी कठिनाई होती है। वे लोग कई कई दिन तक छोटे छोटे स्टेशनो पर पडे रहते है और गाडी मे बहुत भीड होने की वजह से अपने साथियो से भी छूट जाते है। मै आशा करती हू कि रेलवे मत्रालय इन बातों पर अवश्य ध्यान देगा।

Shri Mohamed Imam: Mr. Speaker, by my cut motion which relates to lack of efficiency in the working of the Railways and also the need to effect economy and also regarding the extension of the railway line, I wish to draw the attention of the Government and the hon. Minister to the fact that how sadly South India has been neglected so far as the development of railway and the construction of new lines are concerned. Per-

hage the South is far away from the Capital that the South was neglected during the First Five Year Plan but it is now being neglected during the Second Five Year Plan.

As was pointed out by one or two previous speakers, not a single new line has been added in this area, and even now there is no proposal to add any more. I am very sad that the Minister concerned has given a curt and negative reply so far as the extension of Chamarajanagar and Satyamangalam Railway line is concerned and for the construction of which a passionate plea was made by the Lady Member and by another Member and I am particularly sad about this line, because I had something to do with this line. I formulated it as the Minister of Railways to the Government of Mysore between 1941 and 1945 Surveys were completed; estimates were ready and the Government of Mysore had ample funds at its command for taking up this line, but the only obstacle was that the then Southern Mahratta Railway would not give its consent. If the Railway had not been neglected and if it had been transferred to the Government of India, I can say with confidence that this line would have been an accomplished fact. This is rather very sad for such of those who were associated with the scheme and I must say that the people of Mysore feel very sorely about this It is not that this line is going to be an un-economic one; it will certainly prove to be economic I may say that the Railway Administration has suffered and its income is not what it is on account of the loop lines that are now existing There are many lines which end blindly and which practically bring no revenue to the Government because they are not connected and interconnected. For instance, there is the line between Rayadrug and Chittoor. One end ends abruptly at this end and the other similarly in the South. Unless these two lines are connected, the object of the railway is negatived. There are a number of lines like this. The Railway Ministry must survey and give priority to such of these lines which can be connected. The other Members also referred to other lines, for example the Mangalore-Hassan line. There are any number of lines which are of paramount importance, and I hope the Railway Ministry will bestow as much attention as they deserve and at least during the Second Plan and serve the people by undertaking the immediate implementation and construction of the Chamarajanagar-Satyamangalam line.

I may also point out that the efficiency of the railways and safety of travel have been going down every year. Every year brings some tragedy or disaster of a grave magnitude. Let me refer to the first tragedy that happened at Jalgaon near Kazipet which involved the loss of lives of hundreds of persons Again, there was another tragedy after two years at Mahboobnagar, and again a similar tragedy occurred at Ariyalur. This is not the end There were two more tragedies, one at Bombay which occurred in broad day light in the heart of the city, and the other was the recent tragedy which occurred to the Pathankot Express I am deliberately not using the word "accident", because an accident connotes a different meaning We have to term an incident or occurrence as an accident if it is beyond the control of human beings, if it could not be avoided and if its occurrence can be attributed to God But these occurrences which are happening in quick succession and which involve not only a good deal loss but cause a good deal of anxiety to the public, are such that their cause effect and results are of an identical nature The cause that led to the tragedy at Jalgaon is the same that led to the tragedy at Ariyalur. It was due to the breach of bridges due to heavy rains I am pointing this out that these tragedies are not accidents but the results of negligence, persistent negligence, on the part of the railway authorities

The Government seem to take this very lightly A Commission was appointed to enquire into the tragedy at Ariyalur. The Commission gave

[Shri Mohamed Imam]

an adverse finding on the railway department but still the Government thought it fit to condone the lapses and drawbacks, and such condonation will not set right the administration on the other hand, it will encourage them to persist in their negligent acts

What was the finding of the Commission appointed to investigate into the Mahbubnagar tragedy? There it was found that soon after the first accident at Jalgaon the Inspector of Railways had pointed out that a systematic survey and investigation should be made of all the railway bridges and that they must take very radical steps to improve the state of the bridges It is said in the report that though two years elapsed the railway engineers and authorities did very little work Beyond examining 12 bridges they did not take any steps, it is stated in that report—if you want I will quote—that the railway administration had not taken and did not take any step to investigate the nature of the bridges The result was the tragedy at Mahbubnagar which involved a loss of the lives of 130 people as officially estimated, though the possibility of more lives having been lost is not over-ruled The Railway Inspector gave instructions to the railway department to undertake a survey of all the existing bridges The Railway Board also instructed that entire area should be gone through to find the nature of the bridges, but the railway public works authorities and the engineers have moved with a snail's space and it is this persistent negligence that is responsible for this tragedy

When the first tragedy happened, any man with common sense, any prudent man could see that all the bridges there in the ex-Nizam's Railway and South India were out-dated, archaic and old The first thing the railway authorities should have done was to widen the bridges and increase the number of spans At Kazipet they increased the spans from four to eight If the same thing had been done to all these bridges, perhaps—why perhaps, certainly—these accidents would not have happened

Similarly, it is stated in the report that when the trains ran there, when the engine ran on these lines, it had no light, there was no speedometer, there was no watchman there If there had been a watchman at that place on that day, this tragedy would not have occurred Or, if there had been a headlight to that engine on that occasion, the driver would have seen easily the collapsing of the bridge It was a newly repaired area and he was running at a speed of 30 miles These are all acts of negligence which lead to very grave and major tragedies

People in those areas dread to travel by trains during the rainy season because these tragedies have become so frequent There is only one effective remedy for this, namely that all the bridges in the area must not only be surveyed, but instead of wasting your time on surveying, you must at once expand those bridges add two or three spans more If the bridge is allowing only 2 000 cusecs make it allow 4,000 and you will be on safe ground I hope the Government will remember this

I find that people complain that there is lack of wagons, engines and passenger trains It is true that during the First Plan we imported thousands of locomotives, wagons and passenger coaches Still we are short, still our trains are running late, still there is breakage of locomotives and engines Only one remedy is possible for this It is unfortunate we are having too many gauges in India There is the broad gauge, the metre gauge and the narrow gauge It is these different gauges that create bottlenecks at junctions I will give you only one example The line between Bangalore and Poona is of metre gauge, and from Poona onwards it is broad gauge There is a good deal of traffic between Bombay and Bangalore, and all the wagons on the metre gauge that come to Poona are held up there They have to wait for weeks and weeks for transhipment It is this that causes so much of shortage in our wagons and loco-

motives. As is the case in other countries, the policy of the Government should be, as far as possible to have one gauge throughout the country That will enhance our operational efficiency, create more convenience and release many wagons So, I submit priority should be given to convert the important line between Bangalore and Poona from metre gauge to broad gauge I understand the railway authorities are going to convert the line between Poona and Kolhapur into broad gauge I am not against it, but I request them to convert the line between Poona right up to Bangalore into broad gauge That will improve their efficiency

We are having 30,000 miles of railways and to operate this we are having a total of more than a million employees, nearly 11 lakhs I am afraid the entire department is overcrowded as compared to other railways I have got figures about the length and working of the railways in England

There, the entire length of the tract is about 60,000 miles, but the total number of personnel employed to work those lines is just about half a million, which is just half the number in India In fact, I can quote from the book which is before me, but owing to the short time at my disposal, I shall not do so If the hon Minister wants to see it, I can show it to him So, nearly double the length of the railway lines in England is run by half the number that is employed in India This shows that there is a great deal of wastage of man-power, that there is no proper work-load, and so on All these things have got to be investigated

It is not a question of merely giving employment to the people He must see also that the people's money is spent wisely, properly and judiciously, and to the best advantage of the country The more the number, the greater is the trouble, and perhaps also, the greater the number of strikes I am anxious also that the efficiency of the railways must be kept up, and I feel that the lesser the number, the greater will be the efficiency There is no use of having too many persons here to work our railways We have to compare our railways with the other railways that have been working efficiently, and adjust our number accordingly In these days of hardship, when we are faced with an approaching financial crisis, every effort should be made at economy, and the method I have suggested is one

Mr. Speaker: Now, Shri Yeshwant Singh He is the ex-Chief Minister of Himachal Pradesh

Shri Y. S. Parmar (Mahasu) I welcome the provision of Rs 80 crores in the Plan for the electrification of certain sections of the railways for a total length of about 800 miles There is no doubt that a lot of coal could be saved by electrifying these sections

One matter which has, however, struck me in this connection is whether it has also been considered as to where this process should start From a look at the budget, it appears that electrification has been started in places which are more or less near the coal mines I do not know whether the Minister has paid any attention to the fact that it would be much more in the interests of the country and the railways if electrification of the sections in the distant areas, which are distant from the coal mines, could be taken in hand That would not only save a lot of coal, but also allow much more wagons for other purposes A definite scheme on those lines has to be examined, so that while we could save coal on the one hand we could also relieve enough wagons for other useful purposes

As one would find from the budget speech, nearabout Rs 11 crores have been earmarked for the electrification of the two lines connected with Asansol I find on the other hand,

[Shri Y. S. Parmar]

that while this money is being spent on electrification in areas where, of course, the work-load may justify it, yet the demand for new lines has been completely ignored. And the hon. Minister does not think it prudent at all to take up the survey of any fresh lines in hand. I would respectfully submit that in certain areas, a survey of new lines is urgently called for. We in Himachal Pradesh have been pressing for a railway line from Jagadhri to Rajban, nearabout fifty miles in length. The erstwhile Sirmur State, and now, Sirmur District, which is mainly concerned with this project had practically sanctioned the scheme, and it was about to be implemented, but after the integration and formation of Himachal Pradesh, the scheme has year after year, been shifted to the background

After all, it is only a matter of Rs 3 to 4 crores At least a survey thereof is justified from both the financial and commercial points of view, because the work-load, and the passenger, and goods traffic would fully justify it More than that, all the development works which are at present being held up, such as the starting of the cement factory etc can be taken in hand only if that railway line is started there All sorts of people have come to that area, who want to start a cement factory or a rayon factory or any other factory But they cannot just start them, unless this railway line is there.

As such, I feel that in the interests of the developmental activities, particularly, of an area which has long been neglected, it is very essential that attention should be paid to this as also to the other schemes which deserve attention Of course, this will be a broad gauge line

Coming to the other projects concerning Himachal Pradesh itself, I would say that a metre gauge line from Jogindernagar to Sundernagar, and from Simla to Theog is also necessary. But it appears that none of these schemes have received the attention of the Railway Ministry.

Another matter which concerns not only Himachal Pradesh but practically all the hills has to be considered in a wider context and made a part of the Plan after it has been examined That is, that if all these areas and the people inhabiting them are to get an opportunity to compete with the people of the plains, where means of transport are not only easy but cheap, it will have to be seen whether there cannot be a system of railways, of course, broad gauge, which can touch the foot of the hills all along, and from where, in due course, metre gauge lines could be taken to the hills or the hill portion could be connected according to requirements by motor transport For, as things stand at present, transport from hills is extremely expensive, with the result that the help which is being sought to be given to these people in different shapes and forms does not properly reach them, and they are not able to come up to the standards which they are expected to come to

I do hope that these two matters will receive the attention of the Railway Minister

Shri Narasimhan (Krishnagiri): I wish to refer to the question of maintenance of carriages, particularly, the passengers' compartments etc. that are in active use on the various railway lines I find that quite a number of very old carriages with very bad shutters, and door arrangements, are still being used, and no proper care is being taken to convert them into acceptable carriages before they are put into service for carrying passenger traffic

Quite a number of small children and villagers have very often to

travel by these carriages. It is always a source of danger if the shutters are not safe, and the doors are not safe. Only the other day, I heard that a very important man in Delhi, while travelling, had his finger fractured by a bad shutter, and actually he has sued for damages.

Mr. Speaker: The shutters do not make difference between man and man.

Shri Narasimhan: Even people who know how to handle, and who can be expected to know how to handle these bad shutters get caught like this some time or the other. And it is much more risky, when a number of women, children and others travel in these compartments. I do not know why the Railway Administration is so irresponsible as to allow these things to go on as before.

13 hrs.

I have actually come across cases where the doors are very bad. It is such a dangerous thing to have in trains which are moving fast—this type of outlets. Actually, electric arrangements like fans and light are very poor. When we dispersed after the last session, I was travelling in hot summer. The fans failed and actually everyone was feeling very very uncomfortable. One of the passengers, an air force officer, got so fidgety about it that he started it repairing it himself. He could not succeed in repairing it. Then he opened the door and in the process actually fell out and died. I and another M.P. were eyewitnesses to this mishap, a small thing like fan failing and that failure leading people to take not the law but the repairing into their own hands and ultimately the man falling out and dying. I would like the Administration to be more careful about the maintenance of carriages, doors, shutters, fans and water arrangements in lavatories.

I wish to mention about a station in the south, Karaikudi. It has become a very important centre of educational activity with engineering colleges and research institutes. I will not be surprised if one day it becomes a centre of a University there. But there I find an important railway station not having a roofed platform. A number of scientists and other visitors come there and it is a pity that such an important station does not have proper roofing arrangements for waiting passengers. I am told that they have got a scheme, and this scheme will take a long time to mature. It is better to have some kind of temporary arrangement pending elaborate schemes getting executed.

There is another important station, Jalarpet, which is the junction of many lines. But it has no retiring rooms. It is a big surprise to me. Railway trains reach there in the dead of night, at about 12 or so in the night. It is the centre for a big hinterland, and people who have got to go to long distances after alighting there have to wait there without having retiring rooms.

I had made some suggestions in this regard. Some attention was given to it. But in spite of the fact that this was brought to the notice of the authorities a year or two ago, nothing has been done. I do not see how Jalarpet can remain without retiring rooms.

These are comparatively small matters to be urged before this House, but the difficulty is that the Railway Administration, in spite of our being in the atomic age and steel age, is very much wooden in not being responsive.

Mr. Speaker: Engine is also made of wood?

Shri Narasimhan: It all ends in smoke and fire.

There is the particular instance of Salem. The Railway Minister was told *ad nauseum* that 100 miles of railway had been removed from there, and places which were formerly

[Shri Narasimhan]

within reach of the main railway line are now at a distance of 50 to 75 miles, even 100 miles in some cases

So I would like the Railway Minister, pending restoration of the line, to give us as many out-agencies as possible I have been urging this, and to my horror I found that even the existing out-agencies were being discontinued for some reason or other, I hope these will be renewed and more out-agencies will be opened I have been urging this through the General Manager and I hope they would do the needful as soon as possible

Between Madras and Erode, several trains run through *e g* the Malabar Express the Blue Mountain Express, Cochin Express and similar trains But there is no continuous day time train between Madras and Erode or between Madras and Coimbatore

I would like the Administration to see whether a day time tram could be run The connecting Express leaves Madras and reaches Jalarpet at a particular time and the Express from Bangalore reaches Jalarpet at a particular time, but to the south of Jalarpet, to Erode and other places, there is merely a passenger train and the timings are so badly adhered to that the connections are usually missed

Therefore I would like a through carriage in day time also to be introduced for transport of passengers from Madras up to Salem, Erode and Coimbatore

But there is another method also That is a metre gauge line from Egmore to Vridhachalam and Salem An alternate metre gauge line or through carriages may be run from Madras (Egmore) to Salem Town Now, there is only one carriage attached comprising third class bogies I would like a tricomposite bogie to be run so that passengers from Madras to Salem may avail of this alternate route That will relieve congestion in the broad gauge trains

As a matter of fact, as far as passengers from Madras to the important city of Salem are concerned, they reach at midnight or 1 O'clock. If this route is utilised in this way, passengers can leave Madras at 9 or 10 in the night and they can reach Salem at 6 or 7 next morning At present, they reach there at midnight This could very well be avoided

As a result of a lot of agitation, a through carriage has been arranged for passengers from Madras to Salem It is attached to the Blue Mountain Express, but actually the tram reaches the platform at 12 or 2 in the night Then the porters and railway authorities come and say that it will be taken to a siding and 'so you better get out' So the advantage of providing a through carriage is lost I do not know why it is not kept as near the station as possible to enable passengers to have a little sleep and detrain at a convenient time This was the arrangement prevailing before But suddenly it has been cancelled In spite of our representations, this is happening People are saying that it is as bad as not having the through carriage at all if they are to be disturbed like this

Finally we are expecting the survey report of the Salem-Bangalore line very shortly Last session, we were assured that the report would be furnished in July I hope when it is submitted the general public and those Members of Parliament who are interested, will be supplied with a copy or at least the broad lines of it so that we may know what will be done and what are the implications thereof I understand the usual practice is to treat such survey reports as confidential documents pending acceptance of these lines for construction But I hope this red-tapism will disappear, and such reports will be made available at least to those responsible people who are interested in such planning I would include the MPs within this category,

and the Government themselves being responsible to this House, I hope MPs will not be deprived of such reports, so that they can pool their heads together in planning

Mr. Speaker: Put your heads together

Shri Narasimhan: so that they can pool their efforts together

Shri B. S. Murthy (Kakinada—Reserved—Sch Castes) Is it 'pool their heads' or 'put their heads'?

Shri Narasimhan: I am grateful to my hon friend for the correction I have nothing more to say

Mr. Speaker. May I make a suggestion to the hon Minister for his consideration? No Minister from any part of India can be conversant with everything that happens For instance, a through carriage is shunted out to a siding and then people are asked to get out The object of the through carriage is lost I have not been able to give opportunities to all Members to speak

As in previous years, Members who have not participated in the discussion of the Railway Budget at any stage and wish to invite the attention of the Minister of Railways to any specific local grievance under the Demands for Grants on Railways, may send memoranda to the Lok Sabha Secretariat before 5 P M on Thursday, the 25th July, 1957 These memoranda will be forwarded to the Minister for Railways who will in due course send replies which will be placed on the Table of the House Each Member will be entitled to give one memorandum on one specific local grievance and the memorandum shall not exceed ten lines

Shri Narasimhan: Economy drive!

Mr. Speaker: Any matter can be put down in 10 lines without any argument

In case any memorandum consists of more than one point, the first point may be answered.

In addition, I would like to suggest for the consideration of the hon. Minister this thing. The hon. Member said that all hon Members of this House are responsible As a matter of fact, Ministers come from Members There is the National Council of Railway Users, the Regional Council and so on The heads of administration of the various Railways may be advised to have yearly conferences to which not only those members of the region but also all Members of Parliament may be invited There is no question of travelling allowance etc because they have got their passes They can be there and tell the Administration on the spot what exactly they want Shri Narasimhan has said that in spite of repeated requests and complaints, nothing has happened Why should it be so?

There are a number of members on the Railway Board There is the Minister of Railways, there is the Deputy Minister also One of the Conferences may be presided over by the Minister, another can be presided over by the Deputy Minister, and, a third may be presided over by a Member of the Board The Members can attend the conference and settle these things instead of writing memoranda Why should not there be a conference every year to which Members of Parliament may be invited so that these small questions can be avoided? It is very highly inconvenient to the hon Minister to be answering every little question There are about 30,000 miles of railways and, possibly, after 5 years, it may be 38,000 or 40,000 miles The hon Minister may consider this

The Minister of Railways (Shri Jagjivan Ram): As far as the memoranda from the Members of the House is concerned, I readily agree to that As a matter of fact, at the very beginning you suggested that and I agreed to that

But, as regards the conference, I shall examine it in detail because I

[Shri Jagjivan Ram]

am afraid that during the course of the year we will have a large number of conferences in that case.

Shri Ranga (Tenali). You have got some 4 zones

Shri Jagjivan Ram. Four or five will not do We will have to think whether it should be for the entire Railways

Shri Ranga: For each zone

Shri Jagjivan Ram. Each railway zone itself will cover several States Take the case of the Western Railway It will cover the Bombay State, the Rajasthan State, the Madhya Bharat State

Shri Ranga: They will all come

Mr. Speaker: The Members of each State will come there

Shri Jagjivan Ram: I am afraid it will be a big conference

Shri Ranga: It will have a salutary effect on the General Manager He is a 'Grand Moghul' today and does nothing

Shri Jagjivan Ram. I am not afraid of that But the very purpose which the hon Speaker has in view will be defeated if it is a very large conference I will think over it I am agreeable to this sort of meeting between the Members of Parliament and the General Managers of Railways but give me time to think over it

Mr. Speaker: The details may be worked out later

I may also suggest this There are such grievances like the lack of amenities, the shutters falling down, water not being available in the tap and such other things Some time is taken up on all these matters Every year matters which are to be included in the Budget are considered at conferences before they are brought up here These matters may also be considered. I do not say that the General Managers are bound by these views Such other matters which hon. Members consider necessary in the interests of better administration, better convenience to the public, expansion of railway lines etc may also be placed before them before they are included in the Budget here I am not working out the details here

Shri Jagjivan Ram: At every level we have the Consultative Committee on which one or two Members of this House, some members of the local Legislature, public men, representatives of Chambers of Commerce and consumers are represented I will examine whether we can add to them

Mr Speaker: All the Members of each State

Shri Jagjivan Ram. I will try to add to that very committee the Members of Parliament from that particular area something like that

An Hon Member: It will become unwieldy

Mr. Speaker Parliament is not unwieldy

Shri Keshava (Bangalore City): May I make a suggestion? The hon Minister may make it convenient to meet Members of Parliament from each State during the session period and that would be very helpful

Shri Jagjivan Ram: That I am always prepared to do I welcome hon Members of the different States There is no difficulty about that

Mr. Speaker: I am sure, knowing the hon Minister as I do, that he does not require any direction or instruction from the Chair He is always willing to meet hon Members

Shri Keshava: All the Members of a particular State or only individual members?

Shri Ghosal: Mr. Speaker, inefficiency and mismanagement of the Railway Administration, at least in West Bengal, has added many other problems to the already existing problems of the problem State of West Bengal.

If we start from the very beginning to survey the running of trains, we find everywhere the same dismal picture. I shall give the example of one new line. A new line is being constructed to connect Mourigram a station on the Eastern Railway with Dankuni a station on the South-Eastern Railway. We do not know at whose instance or for what purpose or to whose advantage this line is being opened On the other hand, people are demanding the opening of a line to Arambagh, a sub-divisional town which is only 30 miles from Calcutta It is surprising to know that it takes about 1½ days to reach that place, People are also demanding the change of the Amta Light Railway into a broad gauge one That has also not been taken up

The same thing we find if we come to the administration of the Howrah Railway station. All the local trains, almost daily are running late and the passengers and the railway staff are somewhere engaged daily in beating each other and daily instances are occurring which everyday find a place in the newspapers, as a result of which the railway properties are also sometimes damaged.

Inefficiency has increased to such an extent that about a month ago this is what happened to the Puri passenger which I boarded to go to my native village. Perhaps, everybody knows that all the trains of the Eastern Railway and the South Eastern Railway start from Howrah station. After two minutes run, these lines bifurcated in two different directions. On that particular night, the Puri passenger, after running 10 miles was found to be running on the Eastern Railway line. After this was detected it was brought back to the Howrah station in order to put it on the South Eastern line. Efficiency has decreased to such an extent that the Railway Administration should immediately make enquiries into the affairs of the Howrah station.

If we look to the condition of the employees, the same thing exists. I specially refer to the workers of the engineering department. Thousands of people work as casual labour But actually, most of them have been working for 20-25 years. Still, they are treated as casual. The procedure is that a worker attains the status of a temporary work after continuously working for three months. But, when there is a day left for the completion of three months, he is dismissed and after that he is again taken as a new worker Thus, they are deprived of their benefits and at the end of their lives they go as almost beggars

The compensation for damages or losses paid by the railways has been referred to in this House. The South Eastern Railway pays the highest amount I had the opportunity to serve for a year in the claims department of that railway and I know how vicious ring is working and how the railway is losing money The claims are always inflated If the real loss is Rs. 3,000, the traders make an inflated claim for Rs. 5,000. A ring of notorious officials and clerks is there and they send their men to the shops or offices of the traders and then, they arrange to settle it, say, at Rs. 4,000. The railways say that they have saved Rs 1,000 and the traders gain Rs. 1,000. Something goes to these people out of this gain of Rs. 1,000. The officer also gets promotion because he has saved Rs. 1,000 for the railways! I can give concrete instances and the names of certain officers. I know of a particular officer who has been implicated in four or five corruption cases and every time he has managed to wriggle out somehow. He has got his

[Shri Ghosal]

promotion. The railways are thus deprived of thousands of rupees which can be checked.

If the hon. Railway Minister looks into the adjournment costs that is paid by the railways in the court cases, he will find that thousands of rupees are wasted in that way. There is not a single case in which the Railway has not paid less than Rs. 100. The traders generally, do not continue the cases of small claims because they get their claimed amount through adjournment costs. It has to be looked into. We have to see how to plug these loopholes through which the funds of the railways are going down.

The Railway Minister is requested to take up all these things, as these are losses for the railway exchequer; at the same time lowering the efficiency of the administration. Socialism cannot be brought by rubbing off numbers only from the bodies of carriages.

Mr. Speaker: I will call three hon. Members. Now, Mr. Punnoose. Then, Shri Jhunjhunwala, Shri Tiwary and Shri Pocker. Then, I will call the hon. Minister.

Shri Punnoose: There are two cut motions standing in my name—88 and 89. Before I speak on them, I would like to refer to one matter and I would like to get a reply from the hon. Minister. Reference was made to the Mahbubnagar disaster. There was a very strong reaction in the House and it was the reaction of the whole country. We demanded a judicial enquiry. If I remember right, it was not responded to. The Prime Minister also asked as to what particular advantage was there in a judicial enquiry. Anyway, a judicial enquiry was ordered and an eminent Judge was appointed and two highly qualified technical persons were appointed to assist him. The finding is there. The Government has not accepted the finding of negligence on the part of the engineers. I do not speak of the merits of the case at all; I am a layman and I do not understand the technicalities. But, when a judicial enquiry has taken place and when very eminent men gone into the whole question and given out their findings, I do not know whether the Government cannot accept that finding. I would like to be enlightened on this point. When the findings of judicial enquiries are rejected, it becomes a mockery. Why was such a decision taken by the Government. Again, leaving this charge of negligence, I would also like to know whether the Government had taken any concrete steps to implement the other recommendations. I am told that the condition of the bridges between Jadherla and Mahbubnagar is not good even now. There are about nine bridges whose condition is far from satisfactory, I am told. This has to be looked into immediately; otherwise, we will have to regret again

Now, I come to the cut motions. The first cut motion refers to the inadequate provision for new railway lines in the State of Kerala. I remember the Minister saying the other day while replying to the debate that they are matters of local, minor importance But, this is a major matter, if you look at it from the correct perspective. It is an all India matter. It is not within my constituency. Everybody will admit that the State of Kerala is a neglected State from the British times. It is the most densely populated State; its food situation is acute even in normal times. That State is now trying to come forward in industrial development. Very rightly, it requires new railway lines.

One railway line is now being built—Ernakulam to Quilon. Half of it is over and the other half is now being built. That is going to be completed by November or December. That line is undoubtedly useful. But

the Government of Kerala not only the present Government but the past Congress Governments too—has represented to the Central Government that there should be a new line on the coastal area. What happened was that some sort of an industrial development took place along the coast. There were also some areas known for trade and commerce. But, when the new line was laid from Ernakulam *via* Kottayam, which is the central area of the State, the old centres are being disturbed, industry, trade and commerce are moving out from the coastal areas upsetting the economy of the entire State. In the coastal areas we have got a population of 2,500 per square mile Such areas are now being relegated to the background and industry is moving out from those places It has, therefore, been suggested that there should be a coastal link connecting Ernakulam with Kayamkulan, a station on the new line, whereby the balance can be kept and development is possible.

Sir, you know about the food scarcity in that area. We want more and more food. You might have seen from the papers that food scracity is the most acute problem in Kerala The position is like this. Merchants in other States, who always look for higher prices, are not prepared to part with their stock at prices which are acceptable to us Even if we get the food, there comes the question of wagons, which is a chronic trouble. I understand that the railway authorities have tried their best but still there is scarcity of wagons Even if wagons are given, there is not sufficient line capacity to move these wagons into the State of Kerala. There are only two openings, one at Ernakulam and the other at Shencottah connecting Trivandrum. The capacity of these two lines, I am told, is limited, and even if wagons are available it is not easy to move in foodgrains and other things. We have, therefore, suggested—and a survey was also ordered for it—the construction of a line connecting Tellicherry with Mysore. That will greatly improve our condition, especially to get foodgrains and other things. These two lines, the coastal line and the Tellicherry-Mysore line will, therefore, have to be immediately looked into

Shri Dasappa (Bangalore): You want the Tellicherry-Mysore line *via* Coorg or Wyanad?

Shri Punnoose: Let the Minister agree to the proposal and then we can decide the route

Shri V. P. Nayar: Once the line is agreed to, we can easily decide the other things.

Shri Punnoose: With regard to the new line that is being built, I want to draw the attention of the hon. Minister to one point, and I would request him to look into it seriously There is a proposal to employ diesel engines in the new line from Ernakulam to Quilon There will be mainly passenger traffic on this line of about 87 miles It is going to serve, I am told, about 12 colleges, 50 high schools and many other educational institutions. If diesel engines are employed, it will be possible to have more services for the benefit of the students going to schools and colleges. One objection that has been raised to that proposal is that we have to import diesel oil from outside In this connection I would like to point out that coal is a very rare commodity as far as the south is concerned. We have to get all our coal from North India and other places. Therefore the proposal to employ diesel engines on this new railway line should be seriously considered taking into account the coal problem Moreover, the Malayalee population living in that area has got a habit, good or bad. I do not know, of wearing white clothes. If the students and staff who travel by trains on this line get out of the trains with their clothes spoiled by coal dust and smoke, they will be put to great inconvenience Therefore, diesel engines would be very much acceptable to us and I hope the hon. Minister will consider the proposal very seriously.

[Shri Punnoose]

Then, there is a proposal for having a metre gauge coach building factory. For a time the ex Ministers of our State belonging to the Congress Party were holding out to us that there was a move to have this factory in our State Now I am told that it is going to be in Uttar Pradesh This is one of the few things that we can have in our State We have got plenty of timber Why no give this small factory to us? I hope the Railway Minister will look into this question and try to give us something during his time His predecessor, Shri Lal Bahadur Shastri, gave me—I do not say a firm promise —some sort of a vague indication, and I am sure the present Minister will fulfil it

We also want one or two small lines One is a line connecting Cochin Port with our high ranges, the tea producing areas That will strengthen the importance of Cochin Port and also increase the prosperity of Devikulam and Peermade Another line that we want is one connecting Punalur with the line that is now being built That will help the hill produce being taken to outside markets

These are some of our local needs which are very important to the lives of our people I hope they will all be seriously considered Only today it was said in answer to a question that the World Bank is going to give us a loan of 90 million dollars That puts new hope into my heart, and I hope our needs will be given due tention

श्री झुनझुनवाला (भागलपुर) अध्यक्ष महोदय, मुझे केवल अपने इलाके की कुछ बातें कहनी हैं। हमारे रेलवे मिनिस्टर साहब को ये सब बातें बहुत छोटी लगेंगी, परन्तु उनका असर हमारे इलाके वालों पर बहुत भारी पड़ता है। ये सब चीजें छोटी मालूम देती हैं इसलिए उनकी नजर में नहीं आतीं और उनकी तरफ ध्यान नहीं दिया जाता और बार बार कहने पर भी लोगों की उन दिक्कतों को दूर नहीं किया जाता।

भागलपुर से तीन चार मील की दूरी पर नाथ नगर एक स्टेशन है। उसका प्लेटफार्म बहुत नीचा है जिसकी वजह से वहां कई बार एक्सीडेंट हो चुके हैं। वह जैनियों का तीर्थ स्थान है। बहुत से लोग वहा जाते हैं, स्त्रिया भी जाती हैं और प्लेटफार्म नीचा होने की वजह से वहा पर कई एक्सीडेंट हो चुके है, उतरने चढने में। यह कहा गया था कि वहा पर एक छोटा सा वेटिंग रूम बना दिया जाये। वहा पर कोई शेड वगैरह नहीं है। वहा पर बहुत से यात्री आते है और भी बहुत से लोग आते है क्योंकि अब वहा काफी व्यापार भी हो गया है और वह स्थान एक बड़े टाउन की तरह से हो गया है। वहा का प्लेटफार्म जो बहुत नीचा है उसको ऊचा कर दिया जाये और वहा पर एक वेटिंग रूम बना दिया जाये, जिसके बारे में लिखा भी गया है।

बहुत से बडे स्टेशनो के लिए जैसे भागलपुर, चर्चगेट, कानपुर, लखनऊ, सिलीगुडी आदि के लिए करोडो रुपया खर्च किया गया है। यह ठीक है। वह भी आवश्यक है। यह खर्चा भी करना ही चाहिए। परन्तु छोटी छोटी चीजो पर क्यो ध्यान नही दिया जाता। ये चीजें थोडे रुपये से हो सकती हैं और ऐसा करने से लोगो की बहुत दिक्कतें दूर की जा सकती है। इन चीजो की तरफ भी ध्यान जाना चाहिए।

हमारे भागलपुर स्टेशन पर जाकर देखिये। वहा पर जब ट्रेन आती है तो यात्रियों को पूरी तरह से प्लेटफार्म पर खडे रहने के लिए भी जगह नही होती आने वालो और जाने वालो की बहुत भीड होती है, पर सब के लिए एक ही दरवाजा है। इसी दरवाजे से ट्रेन से उतरने वाले निकलते है और इसी से होकर ट्रेन मे चढ़ने वाले आते है। दूसरा दरवाजा बना दिया गया है परन्तु यह प्रबन्ध नहीं किया गया है कि जब ट्रेन आवे तो दूसरा

दरवाजा भी खोल दिया जायें और उस पर एक आदमी तैनात कर दिया जाये ताकि ट्रेन से उतरने वाले और ट्रेन से जाने वाले अलग अलग दरवाजों से आ जा सके । यह बात बहुत छोटी सी है पर इसके कारण लोगो को बहुत दिक्कत होती । भागलपुर मे छोटी लाइन का स्टेशन है । वह इतना गन्दा है कि वहां पर किसी आदमी को पाच मिनट खडा रहना मुश्किल होता है । लोग उस जगह को पेशाब से इतना गन्दा कर देते है कि कोई वहा पर खडा नही हो सकता । कई बार इस की ओर रेलवे प्रशासन का ध्यान आकर्षित किया गया है, परन्तु कोई कार्यवाही नही की गई है । मेरा निवेदन यह है कि ये सब बहुत छोटी छोटी बाते है और इन पर खर्च भी बहुत कम होगा, लेकिन लोगो को इस के कारण बहुत भारी दिक्कतो का सामना करना पडता है । रेलवे प्रशासन को इस सम्बन्ध मे उचित कदम उठा कर उन दिक्कतो को दूर करना चाहिए ।

वह देखा जाता है कि देहात को बहुत मामूली बातो के लिए— थोडा सा अन्न या कपडा लेने के लिए, या कोल या सीमेंट का लाइसेंस लेने के लिए—भागलपुर दौडना पडता है और कचहरी भी जाना पडता है, यद्यपि हमारी ख्वाहिश है कि लोग कम से कम कचहरी में जाय । या तो वह लोग पैदल जाते है या कोई और तरीका अख्तियार करते है । इसमें उनको बडी दिक्कतें पेश आती है । इस कारण वहा पर कई जगहो पर हाल्ट स्टेशन या फ्लैग स्टेशन बनाने के लिए कहा गया है । मै यह नही कहता कि वहा पर जितनी भी ट्रेने चलती है, उन सब के लिए यह सुविधा प्रदान की जाय, परन्तु मेरा सुझाव है कि कुछ स्थान ऐसे है, जहा पर एक गाडी जाने की और एक गाडी आने की ठहराने की व्यवस्था की जाय ।

पाच बरस पहले मैने कहलगाव और घोघा के बीच एक जगह एकचारी के बारे मे निवेदन किया था । मुझे कहा गया था कि मैनेजर साहब वहा जायेगे और जाच करेंगे । मैनेजर साहब वहा गए और मैने उन को लोगो की दिक्कतें दिखाई । वहा पर एकचारी गाव के लोगो को किसी भी तरफ जाने का रास्ता नही है । १९५२ मे यह तय हुआ था कि वहा पर एक हाल्ट स्टेशन बना दिया जाय । उसके सम्बन्ध मे सब कार्यवाही हो गई— वह स्कीम एपरूव हो गई, सैक्शन हो गई । अगर वहा पर हाल्ट स्टेशन बना दिया जाय, तो बरसात मे लोगो को जो दिक्कते होती है, कम से कम वे तो मिट जाये । वहा पर बहुत सा गल्ला और तरकारी वगैरह होती है, जो कि बाहर जाते है, लेकिन बरसात मे उन को बाहर नही भेजा जा सकता है । अगर कोई व्यक्ति कहलगाव से एकचारी जाना चाहे, तो वह असम्भव है । समझ मे नही आता कि जब १९५२ मे सरकार की ओर से वहा स्टेशन बनाने की मजूरी मिल गई, तो अब तक उस की तरफ ध्यान क्यो नही दिया गया । दूसरी बात घोघा और सबोर के बीच मे एक स्टेशन की है, यदि स्टेशन बनवाना सम्भव न हो, तो कम से कम घोघा और भागलपुर के बीच में फ्लैग स्टेशन बना दिया जाय, क्योकि वह बहुत जरुरी है । लोगो को प्राय कचहरी जाना पडता है और उन के सामने बडी भारी दिक्कते आती है । उन दिक्कतो को दूर करने के लिए यदि वहा पर कम से कम एक ट्रेन ठहराने का प्रबन्ध कर दिया जाय, तो उचित होगा । जैसा कि मैने आरम्भ में कहा है, ये बातें छोटी छोटी है, लेकिन उन लोगो के लिए इन का बहुत भारी महत्व है ।

पहले बौंसी लाइन पर कुछ जगहो पर हाल्ट स्टेशन और फ्लैग स्टेशन थे । पुसिया, गोलुधाम ठहरने का इन्तजाम था । गोलुधाम तो एक तरह का तीर्थ-स्थान है । गावो के लोग वहा बहुत आते जाते है । अब उन लोगों को बडी दिक्कते पेश आती है । जिस समय वहां बौंसी लाइन थी, तो वहा पर एक हाल्ट-स्टेशन था । मालूम नही, उस को क्यो हटा दिया

[श्री झुनझुनवाला]

गया । इन बातों की तरफ मैं मंत्री महोदय का ध्यान दिलाना चाहता हू । मुझे आशा है कि वह इस सम्बन्ध मे आवश्यक कार्यवाही करने की कृपा करेंगे ।

मंत्री महोदय ने एक इनफार्मल काफ्रेंस (अनौपचारिक सम्मेलन) मे सीमेंट आदि की दिक्कतो के बारे मे कहा था कि छोटी छोटी जगहो के लिए सीमेंट भजने मे दिक्कत होगी, क्योंकि बड़े बडे काम करने है, सारे देश के हित को सामने रखना है । मै इस बात को अनुभव करता हू, लेकिन मेरा विचार है कि इन सब जगहो की समस्याओ और कठिनाइयो की ओर भी उनको ध्यान देना पडेगा ।

जहा तक टाइमिंग्ज (समयो) का सम्बन्ध है, यह ठीक है कि इस सम्बन्ध में कनसल्टेटिव कमेटी (परामर्शदात्री समिति) और कन-ज्यूमर्स कमेटी (उपभोक्ता समिति) कायम है, परन्तु मालूम नही क्यो वहा के मैनेजर लोग इस तरफ ध्यान नही देते । लोगो को सोनपुर में बहुत देर तक रुकना पडता है । मेरा अपना अनुभव है कि जहाज से उतर कर बाहर आने मे, सवारी पकड कर बहर जाने में ४५ मिनट लग जाते है । वहा पर बहुत कन-जेशन है । टिकेट कलेक्टरो का क्या प्रबन्ध है, यह भी हमरी समझ मे नही आता । मत्री महोदय को इस तरफ भी ध्यान देना चाहिए।

इसके अतिरिक्त मैं कोई और बात नही कहना चाहता हू । यद्यपि स्पीकर साहब ने कहा था कि इस सम्बन्ध मे मैमोरेंडम (ज्ञापन) लिख कर दिया जा सकता है, किन्तु उन्होने कह दिया था कि एक ही बात के ऊपर वह मेमोरेंडम होना चाहिए और उसी पर मंत्री महोदय ध्यान देंगे । परन्तु हम को एक से अधिक बाते कहनी थी इसी कारण मैंने हाउस का कुछ समय लिया है । मुझे आशा है कि मंत्री महोदय इस ओर अवश्य ध्यान देंगे ।

पंडित द्वा० ना० तिवारी : अध्यक्ष महोदय, रेलवे के सम्बन्ध में मिनिस्टर साहब ने दो आश्वासन दिए हैं, जिन के लिए हम उन के आभारी है । पहला आश्वासन उनका यह था कि अब नई लाइनें नही बनेंगी । मैं इस सम्बन्ध में उनकी दिक्कत को समझता हू, लेकिन मेरा आग्रह है कि जिन लाइनों का सर्वे इत्यादि हो चुका है, जैसे दरभगा-मुजफ्फरपुर लाइन उनको बिल्कुल ड्राप न कर दिया जाय । दूसरा आश्वासन उनका यह था कि रेलवे का ओवर-क्राउडिंग दूर न होगा और खास तौर पर एन० ई० रेलवे का दूर न होगा ।

श्री जगजीवन राम "खास तौर पर" मैंने नही कहा ।

पंडित द्वा० ना० तिवारी वहा ओवर-क्राउडिंग बहुत ज्यादा है और लगभग हर ट्रेन मे लोगो को छत पर सफर करना पडता है । करीब करीब सब ब्राच लाइनो पर वह स्थिति है । बात यह है कि वर्तमान एडमिनिस्ट्रेशन ऐसा है कि वह आप को ग़लत इन्फर्मेशन देता है । मुझे एक सवाल के जवाब मे बताया गया कि कोई भी व्यक्ति छत पर से गिरकर नही मरा, लेकिन अभी पन्द्रह बीस दिन पहले एक न्यूज निकला था कि ऐसी घटना हुई थी ।

श्री जगजीवन राम वह तो इधर की बात है ।

पंडित द्वा० ना० तिवारी लेकिन आप के पास वह इन्फर्मेशन (जानकारी) नही पहुचती । यदि टैक्ट और सद्भावना से काम लिया जाय, तो लोगो की दिक्कतें काफ़ी हद तक दूर हो सकती है । इस मे कोई शक नहीं है कि एडमिनिस्ट्रेशन ढीला है और वह इमेजिनेशन से काम नही लेता है । इसी लिए दिक्कतें बढ़ जाता है । डिप्टी मिनिस्टर महोदय ने एक प्रश्न के उत्तर में कहा था कि

एन० ई० रेलवे में ऐमेनिटीज कम हैं, क्योंकि बी० एन० डब्ल्यू० आर० में उस में नीचे स्तर की ऐमेनिटीज थीं, और उन को बढ़ाने और ऊंचे स्तर पर लाने की कोशिश की जा रही है। मैं यह निवेदन करना चाहता हू कि अगर दस साल में भी वहा की ऐमेनिटीज (सुविधाए) को दूसरी रेल्वेज के बराबर नही लाया जा सका, तो फिर इस के बारे में क्या कहा जाय ? मैं इस सम्बन्ध मे कुछ नही कहना चाहता हू। आप स्वय समझ सकते हैं। किराया आप दूसरी रेलवेज के किराये के बराबर लेते हैं, लेकिन दस साल के बाद भी कहते हैं कि हमारे यहा आप उतनी सुविधायें नही दे सकते जितनी कि दूसरी रेलवेज मे दी जा रही हैं। आपने आश्वासन तो दिया लेकिन अगर नही भी दिया तो भी मैं चाहता हू कि आप फिर विचार करें और वहा कुछ अधिक सुविधा देने की कोशिश करें। मैं नही चाहता कि आप इस पर अधिक रुपया खर्च करें। जितना रुपया आपके पास है उसके अन्दर ही, अगर आप इमैजिनेशन से काम ले, सुविधाये बढ़ा सकते हैं। मैं देखता हू कि आपने हर इम्पार्टेंट स्टेशन पर टैक्नीशियन रखे हुए हैं जो कि लाइट और फैस को दुरुस्त करते हैं। लेकिन मैं देखता हू कि थर्ड क्लास मे तो क्या, फर्स्ट और सैकिंड क्लास मे भी लाइट और फैस का ठीक इन्तजाम नही होता है। ये ठीक तरह से नही चलते हैं। जब कम्पलेंट की जाती है तो आप के आदमी आकर ठुक ठुक करके चल जात है लेकिन एक घटे के बाद वे फिर काम करना बन्द कर देते है। साधन आपके पास है लेकिन जो एडमिनिस्ट्रेशन है वह ठीक से काम नही करता है। मैं चाहता हू कि आप इस तरफ खास तौर से ध्यान दे ताकि जो कमिया है वे दूर हो सके। वर्तमान साधनो के अन्दर रहते रहते और अधिक पैसा खर्च न करते हुए यदि काम ठीक से हो और लोगो को पर्याप्त सुविधाये प्राप्त हों, तो वे आपके आभारी होगे।

अब मैं आपके सम्मुख सोनपुर और खगरिया की बात रखना चाहता हू। वहा पर पानी की दिक्कत है। वहां पर पूछने से यह मालूम हुआ कि जो इजीनियरिंग डिवीजन है वह ठीक समय पर कल नही खोलता है। लोगो का कहना यह है कि सोडा वालो की ज्यादा बिक्री कराने के लिये ऐसा किया जाता है। वह जहा तक मेरा ख्याल है लोगों की धारणा गलत है। लेकिन फिर भी लोग ऐसी धारणाये बना लेते है। ऐसी शिकायतो की ओर भी आपका ध्यान जाना चाहिए। एक ओर बात देखिये। एक ट्रेन पहलेजा घाट की ओर से आ रही होती है और आकर वह सिगनल पर खड़ी हो जाती है। इसी बीच जो कनैक्टिंग ट्रेन है उसको खोल दिया जाता है। लोगो का कहना है कि यह इसलिए किया जाता है कि वहा पर जो वैंडर्स है उनकी बिक्री ज्यादा हो सके। लोगो की इस धारणा मे सैंस मालूम होता है। फिर भी अगर ट्रेन लेट हो और कनैक्टिंग ट्रेन चली जाए तब तो कोई बात नही। लेकिन जब ट्रेन आउटर सिगनल पर आ गई तो फिर कनैक्टिंग ट्रेन को छोड़ देने मे कोई सैंस मालूम नही होती है। ट्रेन को सिगनल पर रोक कर दूसरी ट्रेन को स्टर्ट कर दिया जाता है। ऐसा एक बार नही कई बार हुआ है। इसके बारे मे कम्पलेंट (शिकायतें) भी हुई है लेकिन कम्प्लेंट्स का जो नतीजा निकलता है उसका एक नमूना मैं आपके सामने पेश करना चाहता हू। सिमपैथी (सहानुभूति) तो शो कर दी जाती है लेकिन कोई कार्रवाई नही की जाती। लिखा जाता है —

"The inconvenience caused to you is regretted very much The matter is being taken up"

But, no reply has been received that it has been rectified

Shri T. B Vittal Rao. (Khammam): Reply will follow

पंडित दा० ना० तिवारी This is the reply given

मैं आपको बतलाना चाहता हू कि एक बार मैंने टी० सी० के बारे मे कम्प्लेंट की कि उसने जबर्दस्ती

[पंडित हा० ना० तिवारी]

रुपया चार्ज कर लिया है। यह कम्प्लेंट मैंने जो पहले डिप्टी मिनिस्टर साहब थे उनके पास की थी। इसकी इन्क्वायरी कराई गई लेकिन जो इसका नतीजा निकला वह इस शक्ल में निकला कि एक बुकिंग क्लर्क को सजा हो गई। मैंने कहा भी कि उसको सजा नहीं होनी चाहिए बल्कि दूसरे को सजा होनी चाहिए। जब इस तरह से दूसरों को सजा दे दी जाती है तो फिर कम्प्लेंट करना भी मुश्किल हो जाता है। एक बार मैंने पटना स्टेशन मास्टर के खिलाफ कम्प्लेंट की लेकिन सजा हुई इन्क्वायरी क्लार्क को। जब इन्क्वायरी क्लार्क को सजा हो गई तो वह मेरे पास दौड़ा दौड़ा आया और मैंने उससे कहा कि मैंने तो तुम्हारे खिलाफ कम्प्लेंट नहीं की और इसकी सूचना मैं ने रेलवे अधिकारियों को भी दी। तो जब कम्प्लेंट किसी के खिलाफ की जाती है और सजा किसी दूसरे को हो जाती है तो फिर ऐसी सूरत मे कम्प्लेंट करना भी मश्किल हो जाता है। यह सब इसलिए होता है कि कुछ लोगो को अधिकारियों को बचाना होता है और कुछ को गिराना होता है। जब तक ऐसा होता रहेगा तब तक काम ठीक नही हो सकेगा। इन हालात मे आप कर्मचारियो का सहयोग उनका कोआपरेशन भी नही पा सकेंगे।

मै इस बात को मानता हू कि सारे हिन्दुस्तान में जो वैगन पोजीशन है वह बहुत खराब है। लेकिन सा न डिस्ट्रिक्ट में जो कि नार्थ बिहार में है करीब नौ महीनों से सीमेंट की एक भी गाड़ी नही आई है। जब इसके बारे में पूछा गया तो बताया गया कि वैगस का एलाटमेंट नहीं हुआ है। जब कामर्स एंड इंडस्ट्री मिनिस्ट्री से पूछताछ की गई तो पता चला कि सीमेंट का एलाटमेंट हो गया है। तो जब एक गाड़ी सिमेंट भी न आए तो आप ख्याल कर सकते है कि क्या नतीजा होता होगा। सारे के सारे डिवेलपमेंट वर्क्स ठप्प पड़े हुए हैं और उन पर कोई प्रोग्रेस नहीं हो रहा है। प्राइवेट कंस्ट्रक्शन और प्राइवेट आदमियों को तो जाने दीजिये सरकारी काम जो होता है वह भी बन्द पड़ा हुआ है और जो मकान आधे बन चके थे वे गिर रहे हैं। मैं मानता हूं कि उस रीजन में बाटलनैक है और जब तक मुकामाघाट बन नहीं लेगा दिक्कत रहेगी। लेकिन फिर भी आपने ट्रान्सशिपमेंट का मारवाड़ी में इंतिजाम किया है वहां से ट्रेनसिपमेंट हो सकता है। उस तरफ भी आपका तवज्जह जाना चाहिए।

एक प्वाइंट और जो कि बिहार के लिए बहुत वाइटल है, उसकी तरफ मैं आपका ध्यान दिलाना चाहता हू। इस मामले मे बिहार के साथ बहुत इनडिफ्रेंट ट्रीटमैंट (उपेक्षापूर्ण व्यवहार) होता रहा है। रेलवे सर्विस कमिशन एक तो अलाहाबाद मे है और एक कलकत्ता में है। जो बिहारी लड़के नौकरियो के लिए दरख्वास्तें देते है उनका कोई ख्याल नही किया जाता है। ऐसा भी देखने मे आया है कि दूसरे जगह के जो मैट्रिकुलेट होते हैं उनको तो इंटरव्यू के लिए बुला लिया जाता है लेकिन जो बिहारी बी० ए० और आई० ए० होते है उनको बुलाया नही जाता। कुछ दिन पहले एक डिमाड पेश की गई थी कि बिहार के लिए एक सैपेरेट सर्विस कमिशन हो। लेकिन कमिशन से पता चला है कि एक बिहारी मैम्बर एलाहाबाद कमिशन मे लिये गये हैं। लेकिन जिस तरह का सुधार होना चाहिए वह अभी तक भी नही हो पाया है। इस तरफ भी, मैं चाहता हू, आपका ध्यान जाय।

हमारे रेलवे मिनिस्टर साहब बिहार के हैं और जो अब मैं अर्ज करने जा रहा हू वह उनके हो ते हुए भी क्यों नही हुआ, इसकी वजह मैं न्यान नही कर सकता लेकिन शायद उनका ख्याल हो कि बिहार का केस टेकअप करने से वह बदनाम हो जायेंगे। पहले से भी बिहार में कोई डोलल आफिस नही था।

कुछ सर्वे हुआ कि एन० ई० रेलवे का बाइफर्केशन हो रहा है। और अब सातवां जोन बनने जा रहा है तो बिहार में हेडक्वाटर न होने पर बिहार का कुछ हिस्सा कलकत्ता में दे दिया गया कुछ गोरखपुर में और कुछ हिस्सा पांडु में जा रहा है। बरौनी के पूरब खगरिया वगैरह के लोगों को इससे कितनी तकलीफ होगी इसका अंदाजा आप नहीं लगा सकते। आपने नौ लाख की लागत से बिल्डिंगस् मुजफ्फरपुर में तैयार की है। उस स्थान को आप इस काम के लिए क्यों उपयुक्त नहीं समझते हैं। बिहार के लोगों की यह मांग है कि आप आफिस को मुजफ्फरपुर में ही रखें। वहां न रखकर आप इसे पांडु ले जा रहे हैं। अगर आप इस आफिस को मुजफ्फरपुर नहीं रखना चाहते तो कटिहार में रख दीजिये, दिक्कत कम हो जाएगी। जैसा अब होने जा रहा है उसमें तो कुछ लोगों को कलकत्ता जाना होगा, कुछ को गोरखपुर जाना होगा और कुछ को पांडु जाना होगा। इससे पब्लिक को बहुत दिक्कत होगी। इसके अलावा कर्मचारियों की जो सीनियारिटी है, उसमें भी गड़बड़ होगी। पहले जब रिआर्गेनाइजेशन हुआ था उस वक्त भी उनकी सीनियारिटी में बहुत गड़बड़ी हुई थी। मैं तफ्सील में नहीं जाना चाहता हूं क्योंकि मुझे जो बोलने के लिए समय दिया गया है वह बहुत कम है। मैं इतना ही निवेदन करना चाहता हूं कि आप इस क्वैश्चन को फिर रिकंसिडर करें और यदि हैडआफिस आप मुजफ्फरपुर में नहीं रखना चाहते तो कहीं कटिहार के आसपास ही रख लीजिये जिससे लोगों की जो दिक्कतें होंगी वह कम हो जाए। अगर आप सहरसा के लोगों को पांडु जाने को कहेंगे तो बहुत दिक्कत होगी। इस लिए मैं प्रार्थना करता हूं कि इस पर आप फिर से विचार कर लें।

अन्तिम बात जो मैं कहना चाहता हूं वह मुकामाघाट के बारे में है जहां बहुत गड़बड़ी है। यहां पर जब गाड़ी आकर ट्रान्सशिपमेंट के लिए रुकती है तो जो व्यापारी ट्रांसशिपमेंट इन्चार्ज की खातिर तवाजा कर देता है उनकी गाड़ियां तो जल्दी चली जाती हैं, उनका माल तो जल्दी चला जाता है और जो व्यापारी ऐसा नहीं करते उनका माल वहां महीनों पड़ा सड़ता रहता है। लोगों का ऐसा इम्प्रेशन हो गया है कि बिना वहां के अधिकारियों के हाथ गरम किए उनका काम नहीं हो सकता है। यह इम्प्रेशन दूर होना चाहिए। जैसे जिस की प्रायोरिटी है जैसे जिस का माल आता है। वैसे ही उसका ट्रांसशिपमेंट हो, ऐसा कुछ प्रबन्ध किया जाना चाहिए। ऐसा न हो कि जिस ने ग्रीज कर दिया उसका माल तो पहले चला जाए और जिस ने नहीं किया उसका पड़ा वहां सड़ता रहे और महीनों तक उसका माल न पहुंचे।

14 hrs.

Shri Pocker Sahib: Of the two cut motions which I have given, one relates to the necessity of constructing a new line from Melattur near Nilambur to Ferok *via* Manjeri in Malabar This is only a distance of 38 miles

I would like to say a word about the urgency and the necessity of constructing such a line. It was just after 1922, immediately after, the Malabar rebellion was over, that the British Government constructed the line from Shoranur on the main line to Nilambur. That was because during the rebellion the mighty British Government found that they were kept at bay for about six months by the people of Ernad, and they found it rather impossible to make even their army move about, and therefore they found it necessary that this part of the country should be opened up. But it was not merely for strategic or military purposes, but also for the purpose of enabling the various hill products and other produce of that area to be moved from

[Shri Pocker Sahib]

the interior to the coastal region, and to facilitate the movement of passengers

Even then it was contemplated that from Nilambur it should be extended to the main line *via* Manjeri to Ferok, but somehow that was not effected During the war, the line from Shoranur to Nilambur was dismantled, but later on recently it has been restored Though it has been restored it is not a paying concern at present It will, I understand, be paying only if the line from Nilambur is extended to the coastal line, namely up to Ferok which is only a very short distance of 38 miles It is not only in the interests of the passengers and the movement of goods, but also in the economic interests of the railway itself

I have been crying hoarse over this question for the last three or four years and once I even received an intimation from the Ministry stating that it would be included in the Five Year Plan, but later on it vanished and nothing was heard about it I understand that the matter having been referred to the Madras Government which was purely a Tamil Government, it declined to give effect to this They preferred some line in their own Tamil region to this line It was natural, and that is why, thank God, we have separated from them and we have our Kerala State

Shri B. S. Murthy: May I state it was the Tamil Government which gave the other lines in that area of which our friend is speaking?

Shri Pocker Sahib: My hon friend feels touchy because I referred to the Madras Government as the Tamil Government As to why and wherefore this particular line was not preferred by that Government, I can only say that it was in Malabar and not in Tamil Nad That was the reason, and I have repeated it many a time and that is consistent with the general attitude of that Government towards anything concerning Malabar As I have no time at my disposal I will not elaborate that point of my hon friend

This has been hanging fire for such a long time, and now, since Kerala has been separated, I would request the hon Minister to refer the matter to the present Kerala Government and ask their opinion as to the necessity, importance and the urgency of this line Certainly I would abide by their opinion, whatever my differences with them may be on other questions

Another matter which I would like to press before the hon Minister now is the necessity of reconstructing the Kozhikode railway station It is as ancient as the railway itself in Kerala Not only is it very dilapidated, but there is not even enough standing space for passengers I know of several occasions when I went to catch the express train which arrives there at night when I found there was such a large rush that there was no space on the platform for all the passengers even to stand Even though I have been pressing for this for the last so many years, I understand on enquiry that precious little has been done, and that they are trying to construct one parcel room But this will not solve the problem to any extent The whole thing has to be investigated and proper steps taken to reconstruct the railway station

I was also told when I went to the station the other day by some one that even a goods shed which had been constructed temporarily has collapsed Therefore, I would request the hon Minister to take serious notice of these matters In fact, I shall send him a memorandum in reference to this Nilambur-Ferok line *via* Manjeri

One other little matter which I would like to refer to is the necessity of having an over-bridge for pedestrians at the Tellicherry railway station. It is after efforts over a decade or so that the railway station was renovated and it is in good condition, thanks to the department for that. But the main town is on the western side of the railway line and therefore people have to cross the railway line in order to go to the town. This is causing very great anxiety to the people. If you will pardon me, I will refer to an incident which happened recently. An old gentleman was crossing the railway line when he found in the middle of the line that some goods train was being shunted. He had the presence of mind to lie down between the rails while the goods wagons passed over him. Of course, there was the engine also in the front. It was by his presence of mind that he was able to save his life. So, it is not at all safe to put the people to the necessity of crossing the railway line in order to go the town

Before I sit down, I would like to advert to certain matters referred to by my friend Shri Punnoose. One is the absolute necessity of a coastal line from Alleppey or Quilon to Ernakulam. That necessity is not in any way obviated by the opening of the line *via* Kottayam to Quilon, particularly in view of the present serious controversy in Kerala whether the capital should remain in Trivandrum or should be shifted to any other central place.

I do not want to say anything about that at the present stage, but I would like to mention that for the time being it is at Trivandrum and the Central Government also seems to have endorsed the view that it is better that it remains there for the present. This City Trivandrum is at the very southern end of the Kerala State, and to expect all people from one end in the north, namely Kasergode and places nearby to go all the way to Trivandrum for anything and every thing which they have to do in the capital is a great hardship which the people are undergoing. I am sure at least to facilitate that, and also there are so many other points of view which my hon. friend, Shri Punnose had mentioned, I would urge upon the Government the necessity of opening that coastal line.

One other thing which I would like just to mention is a reference to the Mehboobnagar tragedy I had occasion to pursue the report published and the conclusion of the Government on the report of the Commission which was presided over by an eminent Judge of the High Court At this time, when I have no time to dwell on that, I would only remark that the way in which the Government has dealt with the report and brushed it aside is nothing but callousness of the worst type. I hope the Government will reconsider the matter and see that some steps are taken in the matter.

Shri Sonavane (Sholapur-Reserved —Sch. Castes): I have given some cut motions I wish to speak on them.

Mr. Speaker: Hon. Members are already aware that I had read out a small note to the House and the hon Minister is agreeable Any hon. Member who has any specific grievances may send a note to the Secretariat here and it will be passed on to the hon. Minister and he will send a reply in due course

Shri Sonavane: That is true, but our grievances have not been given expression to in the House.

Mr. Speaker: There are 5,000 cut motions Is it possible?

Shri Jagjivan Ram: Sir, it will not be possible for me in the short time at my disposal to give a detailed reply to all the points that have been raised. I may assure hon. Members that I will get all the points that have been raised, examined and necessary action will be taken on them especially where suggestion have been made for the pre-

[Shri Jagjivan Ram]

vision of platform shed or retiring rooms, or additional trains, through coaches or through bogies, raised platform, waiting rooms, flag stations, out-agencies or things like that will be examined and where it is found that the demands are justified, they will be provided.

The condition on the N E. Railway is no doubt far from satisfactory. The fact is that it spreads from the Eastern end of the country to a place very near Delhi. The location of the headquarters is such as it was not possible to have that amount of supervision which was required in that area of the country which at present is a very important frontier, and therefore, it was felt that bifurcation of that Railway was called for, and that has given great satisfaction to hon friends coming from Assam Complaints were made about inefficient service in that area of West Bengal, which is known as North Bengal, certain areas of Bihar and in Assam I have no doubt that the creation of this new zone will solve that problem to great extent, but the problem will not be solved to the satisfaction of the people till the completion of the Mokamah Bridge and also expansion of some of the transit points and strengthening of the Assam Railway. That will take some time

A question was raised by my friend, Shri Radha Raman as to why this regrouping is under constant review and revision Since the regrouping was done by the late Shri N Gopalaswamy Iyengar, it has been revised only on two occasions The South Eastern Railway zone was created in view of the decision to have two important steel factories at Bhilai and Rourkela and a decision has been taken to create a zone out of the Northern Eastern Railway. So, the whole question of regrouping is not under review. I hope this would allow the scheme to settle down and not disturb them off and on.

Then I come to the question of 'Demand of new Railways'. One hon. Member remarked that I gave a curt reply I am sorry if any impression has been created in any quarter that I had given a curt reply. If the hon. Member had misunderstood me, I cannot help I will never give a curt reply on these points because I myself realize the necessity for new Railways, but in order to simply satisfy the hon Member if I were to tell him that I am going to provide additional mileage, will that assurance satisfy the House? The House is aware and I am aware that there is no provision for the construction of more mileage than what has been provided in the Second Five Year Plan Of course, there is a necessity for many railways in many parts of the country, and I have never minimised the importance of the Chamarajangar—Satymangalam Railway line But simply for the sake of satisfying my hon. friend, Shri Mohamed Imam, I cannot say that I am going to take up the construction of this Railway next year One should be realistic The hon. friend appears to have gone through the Budget papers—I presume so—and if he has done that, he would have never made that remark that he did I quite appreciate that there is a necessity for new railways lines in various parts of the country. When I was giving a reply to cut motions on Demand No 1, I made it clear that I am trying to save money here and there I have stopped the construction of buildings which were not necessary for operational purposes It may be possible to save a few crores by that If I save a few crores, if I succeed in securing some additional allocation from the Planning Commission, if the position of the materials required for the construction of new railway lines improves, I myself will try to add some additional mileage to what has been provided in the Second Five Year Plan. More than that I cannot say. It is not possible for me and I do not believe in giving hopes which I am myself convinced are not likely to be fulfilled. That I will not do in order to

satisfy some friends here It will serve as a handle for them to go to their constituencies and say: I raised this point and here I have been able to secure an assurance from the Minister That will be playing foolery with the constituencies I do not believe in such assurances That is the position regarding new lines I do not want to examine each and every demand that has been made in this respect There is necessity, I feel, practically in every area of the country, for the construction of one line or another I never meant that these were minor matters of local importance I have never felt like that, and I have never used that expression in connection with the construction of new lines I have said that in connection with construction of a platform or a waiting hall or a waiting room, those may be demands of local importance But as far as construction of railway lines is concerned, it may be confined to a particular State only, but I feel that even a small railway line of 10 miles length in a particular area in the country is not of only local importance but it is of national importance So I have never said that these are matters of local importance

But hon Members are aware what our position is today If the position improves, and if I succeed in some of the proposals which I have in my mind, I shall try of course to have a few hundred more miles of railway lines, than have been provided for in the Second Plan

Then, there are areas where there is great necessity for railway lines Take, for instance, the case of Rajasthan. Then again, there is Tripura, where there is no railway line Then my hon friend Dr Yeshwant Singh Parmar is there to plead the case of Himachal Pradesh I myself sometimes think whether a line parallel to the base of the Himalayas may not be of immense use to the areas which are known as the hill areas, that is, a line, spreading from right up to the eastern frontier of the country That day may perhaps materialise when our monetary and material resources would improve, but today it may remain only a paper-plan

In this connection, the question of the ring railway or circular railway in Delhi also comes in This point was raised by Shri Radha Raman We have been examining this question whether the growing population of Delhi and the large number of colonies roundabout Delhi could not have some sort of a circular or a ring railway or an avoiding line A survey has been made already, and the report of the survey has been received It is under examination in consultation with the Northern Railway As soon as that examination is over, we shall take some firm decision in the matter So, the scheme for an avoiding line in Delhi has not been abandoned

I have no doubt stopped survey of new railway lines, because already we have the reports of quite a large number of surveys which were conducted I have not stoppped the surveys of those areas, for which sanction was accorded previously, but I have stopped surveys to be undertaken afresh, because I feel that it would be an unnecessary strain on our financial and personnel resources When we are quite clear that the resources available to Government during the course of the Second Five Year Plan are such that there is no possibility of the construction of any of the new lines being undertaken, there is no use of ordering new surveys As soon as we know that our position has improved, well, new surveys may be ordered This decision is not for all times to come

Making the reports of the surveys public, wherever the surveys have been completed, is not possible because it will lead to all sorts of controversies among the public If a certain alignment has been proposed, and a certain other alignment is going to benefit certain other localities or

[Shri Jagjivan Ram]

villages, influential people there will start saying, 'Why not change the alignment for one mile and cover that village or this village?'; all sorts of these controversies will come in

In regard to this suggestion that was made by my hon friend, I wish to say that it is not possible, not desirable even, to make the reports of the surveys public, unless we decide to construct that railway line; and if we decide to construct it, we shall make the report public

14-26 hrs

[MR DEPUTY-SPEAKER *in the Chair*]

I now come to the question of railway crossings It is a big problem in our country I myself wonder how many millions of man-hours are lost every day on account of the railway crossings Perhaps, it is because we have so much abundance of manpower that we do not make calculation Otherwise, the loss due to the stoppage of vehicles and carriages and conveyances and people at the railway crossings is colossal

Railways have a scheme, gradually, to provide over-bridges or underground passages at important places But the number of railway crossings in this country is very large, and perhaps, it will not be possible to provide over-bridges even on the important crossings, not to speak of all the crossings. We have certain formulas by which we share the cost of construction of over-bridges with the local bodies or the municipalities concerned, the State Governments concerned and the railways, and we have been liberal in this matter

The approach-roadways have to be provided by the State Governments or the local authorities concerned, because it is very difficult for the railways to provide them It is not merely a question of constructing them, but also of maintaining them So, we have certain formulas And in recent years, quite a number of over-bridges have been provided

I do not want to deal with the individual cases referred to by hon Members, but I would again bring it to their notice that where they feel it is necessary, if they take up the matter with the State Governments or the local authorities concerned, and then they approach the railway concerned, I think, on the basis of the formula that we have laid down for the construction of the over-bridges and underground passages, there should be no difficulty in providing them

As regards the Mahboobnagar accident, the report of the commission of enquiry and Government not accepting their recommendations as such has been raised again In fact, this question was raised in the House on two or three previous occasions as well This was raised during the course of the general discussion on the Railway Budget, and I had explained in detail the reason why Government could not see their way to accept the recommendations of the commission of enquiry as such If I speak again on this subject, I shall be simply repeating the arguments and the information that I placed before the House on that occasion I do not want to take up the time of the House in repeating it I would refer the hon Members to the proceedings of the House

But I would say that there was nothing like callousness in not accepting the recommendations of the commission of enquiry. It might have been unwise on the part of Government not to have accepted them. But I do not understand where the element of callousness is involved in that I am very sorry that so many precious lives were lost in that accident, and I do my best to see to what extent we can reduce the hardships of the families of the deceased persons by granting *ex-gratia* compensation in addition to whatever may have been awarded by the compensation commissioner

Sir, we have never been callous about it There may be accidents. Failure of the human element is also sometimes involved in them. The question is whether failure of the human

element would be regarded as accident or not. If there is no failure of the human element, if one can help it, perhaps many accidents will not occur But will we ever come to a stage when human beings will never err? Then they will cease to be human beings

We are equally sorry and repentant that such tragedies take place We have taken precautions We held an inquiry into the condition of the bridges in that region We have set up a high power committee under the chairmanship of a person who has a world-wide reputation in these matters, Shri Khosla From the previous committee, we received certain recommendations We have asked the railways concerned—*I answered a question a* few days back on this subject—to implement the recommendations of the committee of engineers in that respect, and we are further examining what other action is called for It does not require any expert knowledge to say—you increase the span of the bridge, provide capacity for 4000 cusecs instead of 2000 cusecs Does it require any investigation? Anybody can say that It is a very simple remedy But may I ask whether my hon friend has applied his mind to what time and cost it will involve?

When we find that a bridge has to be replaced, we will have to replace it whatever the cost may be But when such sweeping remarks are made—increase the span of the bridge, here is a very simple remedy—one wonders whether the person making that suggestion has applied his mind to it before making it

We have taken precautions We have increased the number of patrols, where the railway felt the need to do so Night running of trains have been stopped, not that it was necessary to stop night running, but out of over-caution they have felt it necessary to cancel night running of trams in certain sections of that area

I am recounting these things to show that we have taken precautionary measures in that area, where we felt that the monsoon might be heavy, that there might be likelihood of the bunds of irrigation tanks giving way by the first shower of monsoon So as far as it is within our power to take precautions, we have taken precautions before the monsoon started

My hon friend, Shri Mohiuddin took some pains—I must thank him for it—to go into the details of the statistics provided in the White Paper and also the Report of the Board regarding the working of the railways I have got the statistics with me, I do not want to quote them But I will only suggest to him that if he reads between the lines in the White Paper and in the Report of the railways' activities, he will find why there is a discrepancy in the figures given in the two documents He will find that in certain places the statistics relate only to the broad gauge and metre gauge whereas in the others they include the narrow gauge, metre gauge whereas in the others it includes the narrow gauge also Whereas in one the figures relate only to the railways run by Government, in the other they include all the railways, whether run by Government or companies So he will find that the discrepancy is reconcilable if he reads between the lines of the two papers

Shri M D Mathur raised the question of expansion of the workshops in Rajasthan, at Jodhpur, Jaipur and Bikaner I may assure him that the Bikaner and Jaipur workshops are being expanded Action has been taken

Then I come to overcrowding I had related certain action which I propose to take in the matter of relieving overcrowding as far as it is possible Certain suggestions have been made by Shrimati Laxmi Bai I myself was reading about the functioning of suburban railways in other countries I was surprised to find—I have

[Shri Jagjivan Ram]

not travelled there myself, but some friends who have done so have corroborated me—that in those countries in the suburban railways where a passenger has to travel for 15, 20 or 30 minutes, there is no sitting accommodation provided, except a very limited number for ladies, old persons and invalids All the others stand. Also on the main line for short distance travellers, there is hardly sitting accommodation provided. I do not know whether this measure will be popular in our country at all But she made a proposal that there should be different compartments for short journey passengers and long journey passengers. I was myself thinking whether for short journey passengers one cannot have something like limited sitting accommodation in the compartments so that the overcrowding in the compartments meant for long distance journeys may be reduced to some extent. I have not concluded my experts yet. I will consult them and get her proposal examined to see how far we can implement it on the Indian railways

Shri Mohiuddin: Let him introduce a fourth class standing accommodation

Shri Jagjivan Ram: I am not thinking of a fourth class. If this is introduced on suburban railways, it will apply to every class—first, second or third

Shri S. V. Ramaswamy (Salem): Having a standing class

Shri Jagjivan Ram: Or it may be called a smart class!

An Hon. Member: There were 'standing committees'.

Shri Jagjivan Ram: As regards amenities, I am sorry that even the things for which provision have been made have not been implemented at many places due to laxity on the part of the staff. I am tightening up the machinery and the Railway Board has been sending reminder after reminder to the different railways. We will see that the amenities meant for passengers and patrons of the railways are made available to them. There is no question of cost I agree that even where provision has been made in the budget or where amenities are supposed to have been provided for passengers, they have not been provided at many places. We will see that they are actually implemented.

Shri Vajpayee raised the question of Unions again. I have again to reiterate what I said in reply to a cut motion the other day that the policy of the Railway Ministry is not to discriminate between Union and Union The trouble that is going on on the Northern Railway—Shri Vajpayee is not here—is between two wings of one Union itself, one wing of which, according to him, is favourite with the Government. The trouble on the Northern Railway is that the two groups of the Union affiliated to the National Federation of Railwaymen are quarrelling among themselves One of the unions, where the office-bearers, according to the Railway Administration, were validly elected have been recognised by the Administration So long as they are not replaced by regular election, the Railway Administration cannot validly withdraw the recognition of that union. Otherwise, we may be blamed of partiality and injustice

Suggestions have been made for liberal provision for the construction of housing accommodation for the railwaymen. I am myself one with that suggestion. I have been insisting upon the Railway Administrations to see that the allotment made for the construction of workers' houses is spent during the course of the year for which it is made and no allotment should be allowed to lapse. I have even asked them to think of alternative materials for cement and steel for the construction of houses so that

the money provided for the workers' houses is spent

I do agree that in most of the railway colonies, conditions are not satisfactory, whether as regards sanitation, provision of water or light I will see that the Railway Administrations take more interest in these matters As a matter of fact, I am thinking whether the colonies of the railway employees should be separated from the officers' quarters at all I am thinking that the officers' quarters also should be in the railway colonies so that the sanitation will automatically improve to a great extent But, that will apply only to the new constructions We will have to make these basic amenities available to the workers in all colonies On that point, there is no difference I have been emphasising the need of these things upon the Railway Administrations

Other points were made by the other hon Members, about the claims for compensation, and the element of corruption involved therein I will get all these examined and also the proposals made here in those connections and see how far we can implement them, in the best interests of the passengers and the Railways

Sir, I think I have done and I will again recommend that the Demands of the Railway Budget be passed

Shri Ranga: Some time ago, it was stated that Government were not going to undertake the construction of what is known as Light Railways I have already raised this point earlier May I know whether Government are prepared to review that position in view of the paucity of funds and the insistent demands from various parts of the country for opening up the hinterland with railways? May I know whether Government would be willing to reconsider that and see whether they cannot possibly think of constructing light railways?

Shri Jagjivan Ram: I presume the hon Member means narrow guage railway Well, I do not think we should encourage the construction of narrow gauge lines After all, it does not make much difference so far as costs, between the narrow guage and the metre guage

Shri Goray Will it be possible for you to give recognition to third class passengers associations?

Shri Jagjivan Ram: I think some organisations have been recognised by us

Some Hon. Members *rose*—

Mr. Deputy-Speaker: I think we cannot convert this into a regular question hour The cut motions that have been moved have already been announced I am sure I have the permission of the House to put them to the vote

Several Hon Members: Yes

The cut motions were put and negatived

Mr. Deputy-Speaker I will now put the Demands to the vote of the House The question is

> "That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1958, in respect of the following heads of Demands entered in the second column thereof
>
> Demands Nos 2 to 15, 16 (with the addendum issued thereto), 17, 18 and 20"

The motion was adopted

[*The motions for Demands for Grants which were adopted by the*

[Mr Deputy Speaker]

Lok Sabha are reproduced below—Ed]

DEMAND NO 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs 98,79,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Miscellaneous Expenditure' "

DEMAND NO 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs 25,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Payments to worked lines and Others' "

DEMAND NO 4—WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs 17,97,51,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Administration' "

DEMAND NO 5—WORKING EXPENSES—REPAIRS & MAINTENANCE

"That a sum not exceeding Rs 54,78,65,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Repairs & Maintenance' "

DEMAND NO 6—WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs 34,64,52,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operating Staff' "

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

"That a sum not exceeding Rs 30,03,64,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation (Fuel)' "

DEMAND NO 8—WORKING EXPENSES—OPERATION (OTHER THAN STAFF AND FUEL)

"That a sum not exceeding Rs 9 81,37,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Operation other than Staff and Fuel' "

DEMAND NO 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs 14,18,02,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Miscellaneous Expenses' "

DEMAND NO 10—WORKING EXPENSES—LABOUR WELFARE

"That a sum not exceeding Rs 4,18,63,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Labour Welfare' "

DEMAND NO 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs 26,25,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund' ".

DEMAND NO. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

"That a sum not exceeding Rs. 43,78,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Dividend payable to General Revenues' ".

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

"That a sum not exceeding Rs. 60,28,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works (Revenue)—Labour Welfare' ".

DEMAND NO. 14—OPEN LINE WORKS (REVENUE)—OTHER THAN LABOUR WELFARE

"That a sum not exceeding Rs. 6,23,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Open Line Works (Revenue)—Other than Labour Welfare' "

DEMAND NO 15—CONSTRUCTION OF NEW LINES

"That a sum not exceeding Rs 9,47,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Construction of New Lines' "

DEMAND NO 16—OPEN LINE WORKS—ADDITIONS

"That a sum not exceeding Rs. 2,16,78,25,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Additions' ".

DEMAND NO 17—OPEN LINE WORKS—REPLACEMENTS

"That a sum not exceeding Rs 37,67,04,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Replacements' ".

DEMAND NO. 18—OPEN LINE WORKS—DEVELOPMENT FUND

"That a sum not exceeding Rs 18,88,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1958, in respect of 'Open Line Works—Development Fund' ".

DEMAND NO. 20—APPROPRIATION TO DEVELOPMENT FUND

"That a sum not exceeding Rs 30,83,11,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending 31st day of March, 1958, in respect of 'Appropriation to Development Fund' "

NAVY BILL

The Minister of Defence (Shri Krishna Menon): Mr. Deputy-Speaker, Sir, I beg to move:

"That the Bill to consolidate and amend the law relating to the government of Navy be referred to a Joint Committee consisting of 39 members; 26 from this House, namely:

Shri S V Ramaswamy, Shri Kotha Raghuramaiah, Lt Col H. H. Maharaja Manabendra Shah of Tehri Garhwal, Shri Raghunath Singh, Shri Digvijaya Narain Singh, Shri Arun Chandra Guha, Shri Shivram Rango Rane, Shri Bhawanji A Khimji, Shri K P. Kuttikrishnan Nair, Shri Joachim Alva, Shri B. S. Murthy, Shri Dwarika Nath Tewary, Shri P. Thanulingam Nadar, Shri Harish

[Shri Krishna Menon]

Chandra Mathur, Shri T. Sanganna, Shri Mool Chand Jain, Shrimati Maimoona Sultan, Shri Rameshwar Sahu, Shri K. K. Warrior, Shri T C.N Menon, Shri Narayan Ganesh Goray, Aurobindo Ghosal, Shri Shraddhakar Supakar, Shri Jaipal Singh, Shri C R. Basappa and the Mover, and 13 members from Rajya Sabha,

That in order to constitute a sitting of the Joint Committee the quorum shall be one-third of the total number of members of the Joint Committee;

That the Committee shall make a report to this House by the first day of the next Session;

That in other respects the Rules of Procedure of this House relating to Parliamentary Committees will apply with such variations and modifications as the Speaker may make; and

That this House recommends to Rajya Sabha that Rajya Sabha do join the said Joint Committee and communicate to this House the names of members to be appointed by Rajya Sabha to the Joint Committee."

Shrimati Renu Chakravartty (Basirhat): May we know why these variations and modifications in the terms used in relation to this Bill?

Shri Krishna Menon: The words are used according to the Speaker's discretion Perhaps the hon Member refers to 'Joint Committee' I am not a master of procedure, Sir, but, you are and I think that the powers of modification vest with the Speaker

Mr. Deputy-Speaker: Yes, they vest with the Speaker

Shrimati Renu Chakravartty: We wanted to know the reasons for modifications.

Mr. Deputy-Speaker: No particular reason There is this Joint Committee and he wants perhaps to give any special direction. If it becomes necessary under certain circumstances, he may do. It is not that all that would come up.

Shri Krishna Menon: Sir, this Bill in its 19 chapters and 190 clauses seeks to provide, for the first time, a consolidated code for the Navy of India. As I shall try to point out later on, our Navy, like the Navies of the world, had been largely governed by customary law - custom of 4,000 years and by pieces of legislation put together and drawn upon according to the necessities of each circumstance. This Bill, while it may appear on the face of it as a piece of enactment making provision for specific contingencies is also historic in the sense that it is an indication that this country emerges once again as a great maritime nation.

Four thousand years ago, our ships sailed the seas and it is interesting that the customs that governed the mariners are still part of the law of of the Navy In fact in this Bill you see references to the survival of the custom and the practice of law according to the naval custom I feel that this is a historic occasion in the sense that we proclaim to ourselves and the world the emergence of this country as a naval State I would not like to use the world 'naval power with all the implications that this country has, lying in the lap of the Indian ocean with a navy responsible for the protection of 3,500 miles of coastline in the circumstances of the development of the modern technique where the navy has to function not only on the water but also in respect of the air

The present Indian Navy had a long history. While in the days of agitation, we may have regarded those periods as being not part of our national life, now, after our resurgence and independence, we must regard our history as continuous. The hey day for our navy is from the 4th to the 12th centuries of the Christian era. That position held by India in naval supremacy declined until during the Maratha period when once again it asserted itself and met with its final destruction.

The Present Navy's contingent history goes back to the years 1612 when the East India Company came here as merchants and I suppose they had got to go back and became ruling powers They brought in wooden ships most of them probably built in India, weighing somewhere about 300 tons with five or six guns—9 to 12 pounders There were some small ships and that was East Indian Marine—the Marine of the hon East India Company as it was called

In 1686 it was renamed 'Bombay Marine' At that time there was no law governing the Navy as such It was largely governed by regulations made by the British Government—not of India—but in U K and it continued as Bombay Marine until 1830 In that year, we have for the first time, the name Indian Navy The Indian Navy was established in 1830 which action is historic in the sense that the company had served its power of being a ruling force here A few years later follows the eclipse of the company and the occurrences of 1857 and the establishment of the Crown s Government which means the abolition of the Indian Navy and the taking over of naval protection by the British Admiralty With the abolition of the Indian Navy we return to the old position of Bombay Marine primarily functioning in laying cables etc and generally assisting in the colonial enterprises of the ruling party But it performed the various functions very well so that in 1892 when the national feelings had begun to express themselves again, the Bombay Marine was transformed into what was then called the Royal Indian Marine That was the shape till the modern times until 1929

In 1929, in this very House probably with fewer seats than we have today, the British Government of day introduced the First Navy Bill—the Naval Discipline Bill which was defeated by one vote and so there was no Naval Discipline Act at that time untill 1934 when it was introduced again—though not as a separate Act—as a part of the Government of India Act At that time it was re-christened the Royal Indian Navy and again the national sentiment finds itself expressed in the creation of the Royal Indian Navy It was undoubtedly done to meet the demands of the people at that time and there was a great deal of agitation in regard to the size and strength and the power of the Navy Finally, after Independence, when our country became a Republic the Royal Indian Navy became the Indian Navy

The law of the sea has very largely been a matter of custom It is interesting that these sea-farers have probably been the most international community of the whole time These customs, whether they be the Mediterranean or the other seas have shared the same characteristics and were in evidence in all ships until very recently They are in fact not only the ancestors but the architects of the present naval legislation

I do not intend to analyse them clause by clause because the whole Bill is going to be referred to a Joint Committee I shall of course deal with salient points very briefly Even today the customs though the customs and discipline may have modern forms are very much the same and I am sure the House would probably be interested to hear some of them I do not propose to read them at length They have their historic and amazing aspects It was rough but ready justice Swearing in the Navy was ard is today, an offence In olden days if a man did sweai then he had to pay a fine of as many ounces of silver as times he swear or used bad language If a man used bad language he had to pay as many ounces of silver as times he reviled at the other man If he killed somebody, he was to be tied to the corpse and buried alive in the sea, or, if a man be convicted of drawing a knife to stab another so that blood shall flow he shall lose a hand Other penalties were hanging weights on offenders till their heart and back be ready to break They do not do that today

15 hrs

Shri Hem Barua (Gauhati): Do they still swear?

Shri Krishna Menon: Our sailors probably don't

Then, the Navy—I hope there are not naval people here who would take objection to it—is generally regarded as being both religious and superstitious at the same time I do not know whether they do it now, but in those days it appears if they did not go to religious service on board they will be knocked on the head with a bucket of water and fined six pence

In this Bill, in various parts of clauses 84 and 85, provision is made that all other punishments authorised by this Act may be inflicted in such manner as is heretofore in use in the Naval Service It is surprising that this young modern Navy of ours is still insistent on its tradition, and if we try just to rationalise it then you do not get the response to it The Navy has got ethos of its own So, in clauses 84 and 85 it is said "all other punishments authorised by this Act may be inflicted in such manner as is heretofore in use in Naval Service", and among the punishments authorised to be inflicted are "such minor punishments as are inflicted according to the custom of the Navy" Usually some of these punishments, I am told, are not mentioned, but in the old days they used to pour hot pith over the heads and scatter feathers over them before making the offenders walk over the deck But, anyway, custom is incorporated in the Naval Act

The House will remember that soon after the proclamation of the Republic and the establishment of our Constitution, Acts or legislations similar or parallel to this in regard to Army and the Air Force were passed There are some differences between the provisions in this Bill and the provisions contained in the other Acts, some of which it may be necessary to bring into line by modification or amendment of the other Acts; but, as at present devised I believe some of these other different characteristics will remain owing to the Naval tradition

This Bill, Mr Deputy-Speaker, cannot be called an amending Bill because it does more than amend It is not a consolidating Bill only, because it is not as though what is contained in it is already to be seen in other places and exhaustively It consolidates, it amends and it introduces, probably, new provisions or new forms of provisions in accordance with our present arrangements, and conditions and circumstances that prevail in our Republic It, therefore, is a comprehensive piece of legislation, which is the law of the Navy, the Naval Code, and it has to take into account, as I said, not only the circumstances which place upon the arm the defence of our coast line but also the circumstances that may make this country, not in the very long run I hope, largely responsible for the supremacy of our waters

I do not say this in any sense of bellicosity because there is no other naval force from the coasts of Australia right up to the Mediterranean Unless we regard only own seas, this is not the occasion to deal with either the character or the composition, or the functions of the naval force as such, but I would like to say that in introducing this legislation we have to take into account the conditions of modern navigation, and also the considerable number of establishments on sea, land and air that are related to the Navy Thirdly, when the Indian Navy will begin part of its naval air exercises a future Navy will function very much more with the Air Army than the previous navies have done

All these factors have been taken into account While the previous legislation was mainly concerned with discipline, it was called the Naval Discipline Act, this Bill, comprehensive as it is, in its many chapters and clauses deals with all the issues that arise in connection with the administration of the Navy.

First of all, it does devote a considerable part of its provisions to the maintenance of discipline, because none of our fighting forces would be worth either name or purpose if they were not disciplined Therefore, there are provisions relating to discipline In Chapter III it deals with the commissioning of officers, cadets and others, and also conditions of service, appointments and enrolments

The next chapter also deals with service liabilities of officers, liability of service of seamen, conditions in regard to discharge of seamen and the powers that may be reserved for naval tribunals In this regard equally are our armed forces, while they have some of their own fundamental rights, somewhat protected in a manner that they have certain privileges which the ordinary citizen has not. These are not privileges which others outside the law have, they are service privileges such as immunity from attachment of the naval uniform or equipments immunity from arrest for debt etc It needs only to be a sailor to be not arrested for debt while on service—the Deputy Minister for Finance is looking at me It also gives immunity of persons attending courts-martial or disciplinary court from action for wrongs and saving or rights and privileges under other laws that is a naval man would not be deprived of the protection of our common law of the country just because he happens to be in the Navy

There are a large number of provisions which deal with the more material side of life with regard to pay, pension, maintenance of families etc In the case of a man in army service it is not only enough that he is taken into account It is not possible to expect from a Navy man the service that he can give unless he has reasonable assurance that his family is looked after

Then, Chapter VII would become a very important chapter, and it is a very important chapter because it relates to the Articles of War It relates to mutiny and for the first time there is a definition to mutiny in this Act It relates to loss of ships, damage and various other matters, and also to conduct in times of war

There are also six chapters, I believe speaking from memory, dealing with punishment, trial and things of that kind, the whole process of courts-martial review, pardon and things of that character Therefore, inspite of the fact that the old Act was a Naval Discipline Act only and this is a comprehensive one, a great part of it still is concerned with discipline

The remaining part of this Bill deals with computation of sentences and the functions of the particular officer of the Navy, who shall hereafter be called the Judge Advocate General and hitherto called the Judge Advocate There is also a chapter which deals with certain private matters in regard to property of persons deceased missing etc and its disposal, a contingency for which one has to provide more in the armed forces than anywhere else The last provision is a purely transitory provision dealing with the situations arising from our having officers of the Royal Navy as part of the Indian Navy which will continue for a very short time

This is the survey of the Bill as a whole and I would like now to deal with some of its salient features First of all, as I said, this Bill seeks to provide legislation that is both comprehensive and complete in itself Government have sought to bring it in line not only with modern trends of thought and our civilised ways of life, but also in conformity with the rest of the Indian law, particularly our criminal law, which has seen some advance since our independence The older provisions in legislation, either in the Discipline Act or other parts of the law, have been adapted to suit modern conditions

I would like to take some time to deal with the sections on punishment

[Shri Krishna Menon]

I would like to say for the information of the House that the punishments provided in this Bill—in the Navy Act afterwards, if the House accepts them—have been the subject of consideration by the three Chiefs of Staff and others Much consideration has been given to the clauses relating to punishment and the Government of India at one time two years ago had the assistance of a distinguished judge, Sir Trevor Harris, who made some Contribution towards it I think it is only appropriate that in the drafting of this Bill, we have also had the experience of the investigation and the findings of a commission constituted in the United Kingdom under the chairmanship of Justice Piltcher, because many of these provisions for all navies are parallel While the United Kingdom has to wait for passing this measure, we have come a little before We have that advantage, though of course the provisions etc are our own

Another main feature of this Bill is with regard to the commissioning of officers, their terms of service etc It is necessary to refer to one aspect of the Navy Bill, a law relating to Armed Forces, which is a feature of the Air Force Act as well as the Army Act, namely, that it has to bring about the abrogation of some of the fundamental rights of the citizens It is essential that in the Armed Forces, discipline could only be enforced in that way, but, there is nothing very alarming about it They are the kind of provisions that appear in the rules governing all armies There are provisions which constitute an abrogation of the fundamental rights given by the Constitution, not abrogation in the sense of cancellation of the Constitution, but in the sense that an able man accepting the service accepts certain conditions For example he could not join organisations which are outside the navy There are limitations on his movements and his freedom to leave service For example, if a person leaves an ordinary employment, he may be liable to damages in money, but if a person leaves the army or the navy, it becomes a crime There are certain abrogations in that way

Another main feature of the Bill is that an attempt is made to bring it in line with the provisions relating to the court-martialling in the Indian Army Act and the Indian Air Force Act The newer provisions and the improvements made from current practice are in regard to court-martialling Since the Joint Committee will be going into the provisions in detail, I need only refer to the broad principles that govern them First of all, for the first time, the court-martial proceedings will be governed by the Indian Evidence Act, i e, there will be a more legal way of dealing with the accused before a court-martial In the matter of prosecution and also of reaching a finding from the evidence before them, the provisions of the Indian Evidence Act would apply Questions of law will be decided before the Judge Advocate—not the Judge Advocate General, but the Judge Advocate He is very much in the position of a High Court Judge in criminal cases Questions of law will be before him, while questions of fact will be before the members of the court martial It will function if one might use rather imprecise language, in the same manner as while the jury decides on questions of fact, the judge decides on questions of law That is important It is very much in line with modern thinking and calculated to safeguard the rights of the individuals especially having regard to the very strenuous conditions under which members of the Armed Forces accept service

Thirdly, there is no appeal from the decision of the court-martial That sounds rather drastic, but this Bill provides for a judicial review by the Judge Advocate General, who is not a member of the court-martial, and who is the highest judicial officer of the Indian Navy and who under no circumstances is likely to be influenced by any other consideration than

that of the exercise of judicial discretion. He has the obligation—it is not only permissive, but he has the obligation—to review sentences. Therefore, while there is no appeal in the sense of a retrial and in the sense of going over all the facts over again, in view of the difficulties of the service, a judicial review is provided for and the Chief of Naval Staff is also empowered to make modifications of findings and remission of sentences. These are the provisions that are incorporated into the proceedings of the court-martial which, as I said, bring the Bill more in line with the modern trends of thought and modern institutions.

The qualifications of the Judge Advocate Genral are laid down. That may appear rather not very important, but it has been customary in the navy for judge advocates to be people not necessarily trained in the legal system. Even today the prosecution is done by an officer of the ship, though he is a layman. So, the qualifications of the Judge Advocate General of the Navy and his deputies and assistants are laid down thereby ensuring to both officers and other ranks of the navy the asurance that their cases are being reviewed by men of experience and skill, and what is more, by men with a judicial attitude and approach to the problems:

> "A person shall not be qualified for appointments Judge Advocate General of the Navy unless he is a citizen of India and (a) has for at least ten years held a judicial office in the territory of India, or (b) has for at least ten years been an advocate of a High Court or two or more such courts in succession."

These are more or less the same qualifications for a High Court Judge.

I shall now refer to the provisions relating to the disposal of private property which arises from the fact that men of the army often die far away from their homes, especially in times of emergency.

There is another important feature in regard to this Bill and that is about the rule-making power. At present, discipline and other matters of the Navy are very largely governed by rules that are made by executive action. They are executive rules and these executive rules are under article 305 of the President's powers for making rules. Now, the regulations will be made as under the statute. That is, they will be under Parliamentary authority, delegated legislation arising from the statute. There again, you bring the Naval law more in line with modern standards and modern trends of thinking.

At the end, there are provisions, to which I have already referred which are transitory. It says:

> "An officer of the Royal Navy attached to or serving with the Indian Navy shall have and exercise all such powers as are vested in or may be exercised by an officer of the Indian Navy of corresponding rank or a corresponding appointment.....etc.

I would like to refer to the provision because it emphasises their transitory character. Once the Indian Navy is exclusively composed 100 per cent of Indian officers, that provision will disappear.

Then, we have Statement of Object and Reasons, on pages 71 and 72 which gives some idea and, I hope, summaries what I have been trying to present to the House. Then, there are some provisions which have relation to finance, which are found on page 73. They relate to the raising and maintenance of auxiliary naval forces, provision of free conveyance to their homes to ratings discharged from service, the appointment of the Judge Advocate General, etc.

These are the main features of this Bill. Since the Joint Committee consisting of distinguished Members of this House and the other is sure to examine the provisions of this Bill with the care that they usually bestow on these matters, I will not take more of the time of the House, in the

[Shri Krishna Menon]

belief that I have presented a general outline of the Bill which will be placed in our national history, once again with the reminder that it is not merely a piece of legislation, but a problamation of ours of the emergence of this country as a Naval Power

Mr. Deputy-Speaker: The motion to refer the Bill to Joint Committee is before the House

Shrimati Renu Chakravartty Mr Deputy-Speaker, we have heard with interest the speech just made by our Defence Minister The most interesting part was the long past history of our Navy with which he has regaled us But, much more should have been said regarding what are the modern requirements of the Navy for the Republic of India He has just mentioned that in passing But, the modern trends of thought, as he calls it, and the requirements of a modern navy was dealt with by hon Minister of Defence very slightly I feel that this is the part which the Joint Committee should go into with very great care

As a matter of fact as I was going through the debates of this House regarding the Air Force Bill and the Army Bill, I was disappointed because the Provisional Parliament did not give to either of these Bills the amount of thought which was necessary

15 25 hrs

[PANDIT THAKUR DAS BHARGAVA *in the Chair*]

Our Navy has been up till now on the pattern of the Royal Navy As a matter of fact, I remember, as early as 1952, when we had just come to this House, we demanded the breaking from this policy At that time, we knew that a large number of officers of the Royal Navy, British nationals, who were working with our Navy, were not only there, but even the Code which we used was the U S Code When I mentioned this, the late Shri Gopalaswami Ayyangar felt rather het up about it I think from that time to this, we have moved a long way It is true that today we have moved up to a position when our Chief of Naval Staff is an Indian. We are glad of it and we hope that very soon, as promised by the Defence Minister, we will have a completely Indian Navy, Indian not only in personnel, but also we shall be working out our own strategy Maybe, it will take us much longer to have equipment from our own resources, although I do not know why we cannot diversify our requirements of equipment At least, we can work out our own strategy and I think it will not be necessary for our officers to run every time for manoeuvres of the Royal Navy

In this context, I can quite understand the Defence Ministry has, in general copied the United Kingdom Act The whole of yesterday, I sat up reading the enactments in the U K, and the Piltcher report and the report of the Committee of the House of Commons on this particular matter I say, that copying has two effects, one good and one bad Both these are present in our Navy Bill Good, because the Naval Discipline Act of the U K has only recently been reported upon I think on the 26th or 29th of October 1956 Surely, 1956 can never be 1661 which was the date from which the Navy Code, and its discipline, etc had been derived Naturally 1956 was better than 1661 and we have many improvements both in the U K Select Committee report the Piltcher report as well as those provisions which have been inscribed into our Bill I welcome the provisions especially those relating to court-martial I shall deal with this point later Copying without applying to our own conditions, I am afraid, has bad consequences I would request the Minister to go into this in detail

He said that this Bill inscribes in itself the past traditions of our glorious heritage, when our sailors sailed out to Phoenecia and Tyre, etc But, I feel that the conditions as they prevail in India have not been taken into consideration, politically, eco-

nomically, socially. I will point out just once or two examples to prove my point. First and foremost, I should like to say that there is a failure to distinguish between what is patriotism for an Indian and what is not. To make things more clear, Indians, those who risked the wrath of foreign imperialism and fought for Independence with their lives in the historical R.I.N. strike at Bombay, are dubbed with the same hatred and suspicion of the British. That is why no clause has been inscribed here that those who fought for the liberation of our country from imperialism before the 15th August, 1947 have been precluded from the purview of clause 24, Even today, hundreds of our R.I.N. ratings and officers are suffering punishment because their only sin was that they were patriotic to fight for the freedom of India from foreign imperialism.

I know the fate of my point regarding this particular matter. I know the decision of the Government of India. I have seen what they have done with the I.N.A., and I know what exactly they are going to do with the R.I.N. ratings. Therefore, I do not hope much although I would have liked something much better from our Defence Minister whom I know for many years.

When I come to the social side, I am more astounded.

Socially too, the present Bill has copied the British to such an extent that they have forgotten our own family law, the conditions in which we live and our joint family system, with the result that if you look at Chapter VI you get the feeling that the hon. Defence Minister did not quite go through all the clauses and the Chapters with the care with which he should have.

Chapter VI, he was recommending to us and he said that after all, ratings and the personnel cannot really work contentedly unless they know that their families are cared for. That is a thing on which I would be completely at one with him, but what exactly has been done in this clause. Clause 37 reads:

> "A person subject to naval law shall be liable to maintain his wife and his legitimate or illegitimate children to the same extent as if he were not so subject; but the execution or enforcement of any decree or order for maintenance passed or made against such person shall not be directed against his person, pay, arms, ammunition, equipments, instruments or clothing."

Arms and ammunition I can understand, but pay has been included. Not only that. The only people whom they have to maintain are: wife, legitimate and illegitimate children. What about the mother, the father, what about his unmarried sisters? Are they not going to be maintained? We have good people and we have bad people. We have people who know their responsibilities and certain people who do not. And when you are going to legislate for a large number of people, good and bad, you have to be clear in your mind that you are going to legislate according to the conditions that prevail in India and not the conditions that prevail in England.

Then again, of course, I suppose that would only apply at present to the Muslims, because it says:

> "(a) where it appears to the satisfaction of the Central Government or the Chief of the Naval Staff or the prescribed authority that a person subject to naval law has without reasonable cause deserted or left in destitute circumstances his wife or any legitimate child unable to maintain himself or has by reason of contracting a second marriage become liable to provide separate maintenance to his first wife;"

the authority may direct that a portion of the pay be paid. Generally now this will not happen. We have now abolished polygamy.

[Shrimati Renu Chakravartty]

Later on it says that the amount deducted shall not exceed the amount fixed by the decree or order if any and shall not be at a higher rate than the rate fixed by regulations made under this Act on this behalf I object to this difference being made between the rules of maintenance as prescribed for an ordinary person and a naval person, between a peasant, worker or middle class person and one who happens to be in the Navy These are social matters and these matters should not divide the Army or Navy or the Air Force from the general run of people in the land

Now I come to what to me appears to be the main objective of the Bill It is not only a question of discipline, and I am glad that our Government has taken away the title of "Naval Discipline Bill" It should be a much more comprehensive thing I do not know whether this Bill will prove to be what the hon Defence Minister said, namely that it is not only a legislation but it is a proclamation of the emergence of India as a great maritime power I desire it to be so, but I am afraid I am a little more realistic I think we will have to do much more, to be able to emerge as a great maritime power, beyond this Bill, though I do believe that this Bill is very important

The main object of this Bill is the ensuring of measures that will bring about an armed force that can be called a real people's armed force, that will remove the segregation or the great distance which has been kept between the people and the armed forces We must see to that and secondly that we have a disciplined, efficient and a contented armed force And I want specially — and I will go into it in greater detail presently —that the idea of discipline emanating from a large number of penal measures must be given up, and what is more, discipline must emerge from the relations between the officers and the men, the respect which they command which will lead to seamen giving voluntarily what otherwise the brass hats would have commanded through penal measures.

Let me take up the question of the place of the armed forces *vis a vis* the people Of course, I always remember, whenever I deal with this particular subject, the maxim of the Chinese people's liberation army, that an army and people are like fish and water, that a people's army must mix with the people as fish with the water

The first thing which we should try and avoid—I should like the Select Committee to go into this—is the sense of separatism and casteism in the armed forces which was there in the olden times, the sense of separatism from the average people This has to be given up completely Of course, we should do what is good for the health of the Army or the Navy or the Air Force and its efficiency, but we have to take the modern attitude as to how to get efficiency and discipline

Firstly, I should like that we say that offences against civilian people should be judged by civil courts If due to the ships sailing it is done on the boat, which is very reasonable as ships do not stay in ports for very long, any person should be allowed to bring a case before the court I am not a lawyer myself, but it is not clear to me whether the Indian Evidence Act actually applies to court martial If there is a complaint or grievance of the ordinary people, can they bring them forward before a court martial? Have they got any avenue to do it? Otherwise, what has happened on more than one occasion is that there has been rowdyism, a certain amount of hullabaloo created by the armed forces and the Navy in a particular place, but the people there do not know how and from where to get redress This is a point I should like the hon Minister to explain to the House, and if provision is there, I am quite prepared to accept it

An Hon. Member: Clause 28 is there

Shrimati Renu Chakravartty: Clause 28 says if an officer or seaman thinks that he has suffered any personal oppression, injustice or other ill-treatment at the hands of any superior officer, he may make a complaint. My point is not that at all It is not a question of the officer complaining It is the ordinary people who want to make a complaint, a civilian making a complaint, that is the point

The other point which I want the Select Committee to consider is this There is no question of protecting the armed forces from a decree of maintenance or appearing before courts If one goes into this clause, one will find that unless the money is paid for the *rating or the officer to appear before* the court, he has no obligation to appear From a commonsense point of view I think this is not very reasonable I think the ordinary law of the land should apply in these cases This is a point which I want the Select Committee to examine to see that every clause reflects the attitude of making our naval forces really a people's force

The second principle which I want to enunciate here is that we should not try to maintain officers as a privileged class The old schooltic ideas must be stamped out firmly in new India The officers must mix with the seamen on a footing of comradeship, and only through this will they be able to ensure obedience, respect and discipline which will be willingly given

I will just point out a few discriminations that have been embodied in this Bill Firstly, the officer is allowed to resign, that is, he has the right to resign, but as far as the seaman is concerned, I think under no circumstances is he allowed to resign

Secondly, there is this confiscation of pay and allowances for every day in hospital due to an offence which is an offence under the Navy Bill In the case of a seaman that has to be extracted from him, but there is no such provision in the case of an officer. Suppose an officer gets mixed up in a brawl He breaks his head or injures himself and goes into hospital If it was a seaman, his pay and allowance would start being deducted, but it is different in the case of an officer, as far as I have read through the clause Of course, one clause may take away the rights of another clause, but as far as I can make out, there is no such provision in the case of officers

In the case of clause 34 also, for instance, it is stated that all pays and allowances on days of absence if allowed in the case of seamen is to be penalized but in the case of officers at least they are given a chance of *explanation In the case of seamen,* no explanation is required at all Nobody wants to support absence without leave, but at the same time there will have to be provisions for justifiable leave of absence

As a matter of fact only yesterday I was discussing with an ex-seaman and he said that on a particular occasion, he was to go back from leave, but the train was terribly crowded and it was impossible for him to get into the train and because he could not do so, 28 days leave was cut from his pay These may appear to be somewhat trifling to many people but they are things that should not be there

Then this to my mind is a very important thing Seamen are to be punished if striking an officer, but I should like to know, if an officer strikes his subordinate, what happens? This is a thing that has happened in the past Possibly it does not happen in the present I do not know sufficiently about the Navy as to know how it has changed in this regard I do hope there will be no discrimination If something is wrong for the seaman, it is equally wrong when it is done by superior officers That is a point which has to be gone into in much greater detail

[Shrimati Renu Chakravartty]

Any provision that discriminates between the seamen and officers should be removed and it will be the job of the Select Committee to root out such evils

There is one other important thing which has a bearing on certain day to day happenings At least in the Army I have heard about it I do not know so much about the Navy I now refer to clause 50 It says that punishment up to a maximum of 14 years' imprisonment can be given for lawfully disobeying any lawful command of a superior officer I am not a lawyer, but I should like to know what is the interpretation of this word 'lawful' For instance a seaman being made to work in the house of an officer or fagging—that is not illegal to my mind But this is a thing that should not be done and it is a source of discontent amongst the armed forces, I know and I feel that there must be some limitation on this word 'lawful', otherwise I think that this can be used by

Mr. Chairman: The word 'lawful' itself is a restriction upon the command of a superior officer

Shrimati Renu Chakravartty. I particularly want to know that if an officer makes an army personnel do certain things such as working in his house, is it lawful or not?

Mr. Chairman: Under the requirements of law if certain things are to be done by a certain seaman, for personal comfort, etc then the order can be lawful, otherwise it will not be lawful

Shrimati Renu Chakravartty: What is the rule with regard to the seaman working in the house? I hope it will come under the rule making powers It is not in the clause itself I will make that point also that the rules will cover certain very important aspects which will govern the life of the ratings and of the seamen and these should certainly come before the House or should be laid on the Table of the House

Then I come to clause 85, sub-clause (4) and if you look into that you will find that there it has been said that as far as officers go, he will be dismissed but not dismissed with disgrace, but in the case of an ordinary seaman, he will be dismissed with disgrace One may say what is in a name? Actually what happens is I find that in the sub-clause there it is said that if it is dismissal with disgrace, it also means forfeiture of pensions, gratuities and all such things, which the seaman will have to give up, but in the case of an officer it is not there I feel that after a long period of service if one is thrown out it will be difficult for him But I do not say that he should not be dismissed with disgrace and it should certainly apply equally to officers as well

Then I come to the last point which I want to bring to the notice of the Select Committee and that is we have got to change our idea regarding enforcing of discipline and efficiency of the Armed Forces by the brass-hat attitude, this altitude of autocracy ought to be thrown over-board, but still remnants of this continue in this Bill itself

For instance, to my mind, contentment and security and certain service rules are very essential in order to be able to command the respect as well as to bring about discipline and secondly, a realization that every chance has been given to the men to give justice, that every effort is made to give justice to them by the officers and prompt attention is bestowed for the alleviation of their grievances

Another important thing is this In this Bill itself there are certain weaknesses For instance clause 65 says that a complaint can be made to a higher officer There is a clause saying any complaint can be sent up to the higher officers, but if superior officers wilfully do not carry out the steps within their power, namely of forwarding the complaints to the higher authorities, what deterrent is there? I find no deterrent and this is what actually happens There are

many cases where complaints have been made. Complaints have been made against the superior officer himself; this is just kept on the file. He sits on them. There is no deterrent to say that a person against whom a complaint is made must forward it above, if he is so desired by the complainant.

As I was saying under clause 65 if the superior officers who wilfully do not carry out the steps within their powers what then? For instance on the question of victuals or food they make a complaint. Supposing the food is very bad and sometimes officers themselves can see that things are put right. Within his own powers he can rectify it and there should be a deterrent to see that these officers do attend to these matters and if this is done, I feel that this source of discontent can immediately be plugged down and they will get immediate redress and we will have a contented armed force. I think the point that if one makes a complaint against the superior officer, the latter may send to the officer above him is there, but if it is not there, I should like the Select Committee to consider. this.

Mr. Chairman: It is clause 28.

Shrimati Renu Chakravartty: I now come to the security of the personnel. I want the House to consider this aspect very seriously. This is a very important matter and I want the entire House to give its attention to this and not only the Members of the Select Committee. There is a clause which fixes the time of service for an ordinary seaman as 15 years. Young boys go and join the Navy, boys of 15, 16 or 17 years of age. As a matter of fact, I, as a mother, object to one particular clause, that you have put in here. If a minor goes and joins the Navy, the father and mother cannot ask that the child be sent back to them. You are making such wide powers that even a minor can go and enlist himself in the Navy. Nothing can be done by the father and mother to get them back. I think this is totally wrong.

Shri Goray (Poona): Are there no rules for enlistment?

Shrimati Renu Chakravartty: Boys below the age of 14 and 15 can actually join. After 15 years of service he is retiring. I think this matter has to be looked into. I am not very clear as to where he is to go after that. Just when he has married, and his family needs money, and he has to maintain that family, he may be retired.

Shri Dasappa (Bangalore): The period of fifteen years is computed from his seventeenth year; it is not computed from his fifteenth year.

Shrimati Renu Chakravartty: That means that two years go scot free in computation. That is even worse. I am glad that Shri Dasappa has brought that to my notice. These are service conditions that one has to look into. It is exactly here that the statutory provisions regarding service conditions are not at all satisfactory. They have been left entirely to the sweet will of the executive, and they will be done entirely by the rules. That is why, again, I feel that the rules should be placed before this House. The general service conditions should be there before us.

Regarding promotions and commissions, the whole thing is actually left to the President. That is all right on principle, but I feel that much more should be given to merit from the ranks, and from the ranks, people should be allowed to go up. This idea of reservation from the "classes", as in the old times, should be changed, and we should have a greater opportunity for promotion and rising from the ranks.

I should also like to say a word about clause 10 (2), which provides that no woman shall be eligible for apointment in the Navy, except in certain branches. I am not saying that women should be recruited into the Navy, and taken on board and abroad. But I do feel that it is not necessary to put this provision in this way, simply because it was there in the old Act. I find it is exactly the same

[Shrimati Renu Chakravartty]

clause copied in toto from the UK Act. It is not necessary to put this provision in this Bill in this way. It may be that by notification, Government may say in which branches a woman can be enlisted But this is what has been happening right throughout; although in our Constitution, we say that there is no difference on grounds of sex, so far as appointments and professions go, yet, again and again, even in the Education Department, we find that for posts of professors of psychology and professors of education, woman applicants will not be considered To my mind, such an advertisement is an un-constitutional advertisement, but these are the types of advertisements that have been put in by Government colleges

Mr. Chairman: It can be put in a positive form

Shrimati Renu Chakravartty: It can be put in a positive form It is not necessary for us to copy every single thing that comes from Great Britain, for, after all, we know the amount of trouble that was there even to get franchise for woman; even today, they do not have franchise in Switzerland I feel that it is not necessary to copy everything from the UK Act And why should anyone be afraid?

Regarding summary dismissals without any courts which has been provided for in clauses 19 (2) and 20 (1), summarily, the persons involved may be dismissed by the Government of India This is a point which should be considered In times of war, it may be all right But in times of peace, and in times outside war, some sort of limitation should be there Perhaps, you might say that you are afraid of subversive elements But subversive elements will be there in any case, even if you have this clause The point is that if you really want a democratic code to apply to these persons, at least certain limitations should be placed on the powers of dismissal

I now come to the section on fair trial. Here, I should like to congratulate the Defence Minister. He has taken quite a bit from the U.K Act itself But there are many new innovations which have been included here Take, for instance, the question of court martials Firstly, it is going to be an open court martial; secondly, there are going to be judge-advocates, and thirdly, we are going to allow the Indian Evidence Act to apply to the court martials, and so on and so forth These are good things

Further, we are going to have non-executive judges also Up till now, it was people who had hardly any idea of non-executive life who judged Now, there is a clause which says that non-executive judges also will be there, although, however, the executive judges will be in a majority

But there is one very serious shortcoming in this connection I feel that this should be provided for in the statute itself The accused has been given the right of defence, but the accused has not yet been given a clear understanding as to who will defend him This has been left entirely to the rule-making powers I feel that it must be clearly stated as to who would be the people who can defend him I would like my lawyer friends to tell us whether there is any loophole in this provision But this much is necessary that the accused should have the right to be able to get whomsoever he thinks as his best advocate As far as I have been able to make out from the clauses, I think this has been left entirely to the rules as to who will be the people who will be allowed to defend him As a matter of fact, only recently, I heard of a case where according to the old laws of courts, a person who wanted to get hold of a particular advocate was not allowed to do so So, I feel that if this provision were there in the Bill, it will take away with one hand all the advantages that you give with the other This is a point that should be inscribed in the statute itself.

I now come to death penalty We have taken so much from the U.K Act and from this particular Select Committee's report But there is something very interesting here about the death penalty, and I would like the Select Committee to consider it The Select Committee there has said

> "Except in the case of transferable acts and the worst kinds of mutinies, your Committee came to think that death penalty should be abolished for all specifically naval offences"

15-55 hrs.

[MR DEPUTY-SPEAKER *in the Chair*]

This is very important Of course, it is true that in our Bill itself, we have reduced many of the very stringent punishments which have been provided in the U K Act Still, I think this is a matter which must be considered I have not been able to go into every penal clause in great detail, but I think this is an interesting point which the Select Committee may be pleased to consider

One other point they have made is that in the case of death penalties, there should be unanimous decisions of the court There is no question of four fifth majority It is but fitting that on a serious question like death, there should be a unanimous verdict This is a very important point which must be considered

There is another important point which I should like to raise And that is a debatable point But I want this House to consider it When it is a question of death penalty, the application for review or reconsideration should lie not only to Government, but an appeal should be allowed to the Supreme Court I know this may mean a revision of the Constitution, but I would say that it is a serious enough matter involving the question of life and death In times of peace, when such a thing happens, I feel that the Supreme Court should have the right to judge the issue, and it should not be left entirely to executive decision

I would not like to go into the details, but I would like the Select Committee to go also into what the British report has said in regard to the treatment to be given to confessed deserters That is very interesting In our Bill, we have been very categorical in saying that in the case of desertion once and for all, we have to take the most stringent attitude towards deserters But in the British report, it has been stated, that if it is a question of confessed desertion, then a very lenient punishment should be given, and they have said that the results have been very good So, this question of confessed desertions also should be taken into consideration

Regarding the disciplinary courts too, I am not very clear in my mind as to the implications of the provision But I feel that this is also a matter which should be considered by the Select Committee As far as the experience of the United Kingdom goes, these disciplinary courts have been very good If you do not want to go through the very long rigmarole and process of court martial, many things can be righted by disciplinary courts I am not in a position to say whether these are cases of summary trials, and whether they would allow enough scope of defence or not to the accused But if the accused is given the chance of defending himself, I think many of the complaints and many of the other matters could be cleared up in the disciplinary courts

As a matter of fact, I have been comparing the scope and activity and functions of the disciplinary courts as enunciated in U K and as enunciated in our Bill, and I find that even such serious things as damage to ships etc have been brought within the purview of the disciplinary courts But I am not in a position to express my firm opinion on this I would like the Select Committee to go into this question

Regarding appeals, I find that appeal has been allowed to the Central Government or to the Chief of

[Shrimati Renu Chakravartty]

the Naval Staff But I do not appreciate the provision in clause 97 (4) where it has been said that 'in imposing punishments under the provisions of sub-sections (1) and (2), it shall not be necessary for the Central Government or the Chief of the Naval Staff, as the case may be, to hear the accused in person or by any friend or counsel' I feel that once the right of review has been given, and the right of appeal has been given, it is only right that we should also give the accused the right to be heard by the highest counsel in our land

The same sort of idea is there in clause 166 (4) also, where it is provided that the Central Government or the Chief of the Naval Staff, as the case may be, may pass 'such order thereon as may be thought fit', without going into the question of the defence of accused himself

16 hrs.

Now, I come to my last point, that is the question of rules To my mind, rules are very important The rule-making powers do not actually contain everything But since they contain such important things as terms and conditions of service, pay, pensions allowances—I do not know whether they will also include the question of promotions—and other benefits in naval service, I think they should be laid on the Table of the House

This is a matter which I would like the Joint Committee to consider Only if the Joint Committee scrutinises the Bill in this way, will it help in the building up of a people's Navy, a navy which is so important If we are to emerge, as the Defence Minister says, as a great maritime Power, then I think that this may be the beginning and laying down of sound principles whereby a healthy, disciplined, good, efficient and contented Navy will emerge as an example to the Air Force, the Army and to all other personnel, both civilian and military, in this section of our national endeavour.

Mr. Deputy-Speaker: Shri Joachim Alva

Shri Joachim Alva (Kanara). After I stood up, I learnt that my name has been included in the Joint Committee Therefore, could I speak with your permission?

Mr. Deputy-Speaker: Ordinarily, Members who are on the Committee are not allowed to speak But since I have already called him, I will make an exception in his case

Shri Joachim Alva. The illustrious Defence Minister has started his legislative career with a very important piece of legislation connected with the Navy the Navy Bill He has rightly said that it is a historic measure We are today concerned with the discipline and organisation of the Indian Navy May I start by paying a humble tribute to the men, officers and ratings of the Indian Navy?

Some Members of Parliament had the unique privilege of going down with naval crews when we were travelling from Cochin to Bombay about three years ago We then witnessed the emergence of the Indian Navy right from the bottom unto the funnel

Shri Krishna Menon Not bottom of the sea

Shri Joachim Alva We went into the engine room where the heat is at its highest point and we realised how much the naval boys are under the pressure of heat and work for us to keep our lines clear

Five causes have been reported as the factors for the success of the Indian liberation movement Of these cases three are practically internal factors One is Mahatma Gandhi's liberation movement, the Dandi March and the Quit India campaign Secondly, there was the revolt of the Indian Army under Netaji Bose in Malaya The third was the naval mutiny in Bombay I would not like

to give less importance to it than my hon. friend from the Benches opposite did. Then there were two external causes. One was the American intervention under President Roosevelt's leadership with Churchill, and the last was the emergence of the U.S.S.R. and the open advocacy of India's cause by its representatives at San Francisco when the United Nations Charter was being hammered out.

Amongst these five causes, two connected with our Defence forces are important. They are the mutiny of our Army at Singapore under Netaji Bose and last but not least, the naval mutiny in Bombay. It was stated that at time that the back of the British sea dog was broken. This mutiny sent the British into panic and they handed over the great Indian Empire, though in a divided form, to Indians. We cannot forget the boys who had taken part in the naval mutiny. They threw up their careers into the sea. They almost threw up everything they stood for into the dustbin. They offered sacrifice and they were ready to be fired at by the firing squad. Even today they are ready to offer themselves at the sacrificial altar of Indian nationalism and we cannot ignore their case, if they come with a begging bowl. I must say that these boys have as much right to be admitted into the Indian Navy as any new officer or rating.

The ratings also should not be neglected. Their conditions should not be forgotten. In the sense that they are the bedrock of our Navy. The ratings have poor food, they are lodged badly, they have to take the sun and air in any manner, in a worse manner than the officers do. So the conditions of service of the ratings today cannot be ignored by us.

The Discipline Act is not merely an Act. It must not inject a false life into the Navy. The Navy Act has to have in it the soul of India. We cannot merely copy British maxims. The British maxims were hammered out at the time of Drake for the British sea-dogs.

We have our own naval traditions. The hon. Minister referred to the beginning of the Indian Navy centuries ago, when the British came and destroyed the last vestiges of naval strength, the naval strength which was established at Ratnagiri on the west coast of India. They destroyed the last vestiges and left us nothing.

We have also to import into our Navy Act the ideals of a Welfare State. You cannot sit in the Ministry or naval headquarters and take out maxims from the British Naval Act or a Discipline Code for applying to our boys. Our boys are looking out for a great future. The officers also are the people who shoulder the future burdens of our fighting forces.

The hon. lady Member spoke of women. There again we are copying the British. According to the British regulations, no woman can enter British naval ships except perhaps on a decorative occasion. A year or two ago, there was a remarkable film from the U.S.S.R. which showed boys and girls being trained and running and manning a ship. They went down into the deep water to pull out a ship which had sunk to the bottom.

If boys and girls are trained in organised discipline in U.S.S.R. for jobs which are hazardous on a perfect footing of equality, it is time that we also took note of the revolutionary changes that have come about either in the U.S.S.R. or any other country, and incorporated some of them into our Navy. I warmly support the suggestion made by Shrimati Renu Chakravartty—who took a great part in the discussion on the Hindu Code Bill—that only certain categories of work be declared as outside the purview of women or girls in the Indian Navy.

Sir, the displeasure of the Admiral is supposed to be the highest form of displeasure. The Admiral writes a chit to a rating or perhaps officer—I do not know how it is done—saying 'You have incurred the displeasure of the Admiral'. We want that our

[Shri Joachim Alva]

boys in the Navy or officers should not stand up to the displeasure of the Admiral We do not want punitive measures and penal clauses When the chit comes from the Admiral marked 'You have incurred the displeasure of the Admiral' that shall be the best form of punishment and our boys and officers shall face it

It is a disgrace to the Indian Navy that some officers and men have been involved in a smuggling case This was referred recently in some parts of the country

I started by paying a great tribute to the members—officers and men—of the Indian Navy Naval warfare is a new form of warfare It is a young arm of our fighting force The money allotted to it today is insignificant compared to that of the British Navy

The hon Defence Minister says that there is a very great future for the Navy The U S S R Navy has almost jumped into a position of equality with the Navies of the U K and U S A Previously, they were nowhere, they could neither fight their enemies in the Bosphorous nor on the East when the Japanese gave them a beating But now their Navy has jumped into a position of remarkable prominence so as to be on a footing of equality with the Navies of the U K and U S A

Why should not India do the same? Why should not India do what the U S S R took 30 years to do We were under imperialist tutelege We wanted to get out of it We had no independence, we had no organisation But with independence, it is time that we go ahead With all the knowledge and experience that the Defence Minister commands, with his knowledge of the defense potential of other countries and his experience of the Chancelleries of the world, it is time that we forged our Navy and made it into a real striking force along with the Air Force which is also the youngish arm of our forces They have to come on a footing of equality with our Army which has got full fighting men of grit and courage who will render a good account of themselves in any part of the world.

It was with a touch of sorrow that we heard the other day that one of our very young frogmen died under the water in the U K On a former occasion—it may be a year ago—I advocated for the Indian Navy a team of trained frogmen If six Italian frogmen could hold the British Navy at bay in the sea of Alexandria during the last war—not only that, but at the end of the War offered their services to the British Navy and said they were prepared to train frogmen for the British Navy and ready to co-operate with the British Navy It is time that we trained our young men I do not know when the frogmen started training in British waters but it is time that we train a corps of frogmen for the Indian Navy The dangers are very great and our neighbours are trying to start diplomatic relations with people who have been declared to be grossly mean in the Councils of the Nations It will be good that we have a corps of, say, 100 young men who shall be first class frogmen, who shall risk their lives for the sake of their country, who shall be the security men of our Navy and therein will lie the strength of our land.

It is also a very happy sign that people like you from the north of India, who, perhaps, have never seen the waters, are today also in the Navy The Navy was considered the preserve of a particular class of boys But, today we cannot say that the Navy is the preserve of a particular class of people It is representative of every section of the land, of every community, even of the Sikh community They have been very valorous in the Indian Army and they have also shown equal valour in the Indian Navy Representation, today, in the Indian Navy has been secured for all classes and the old and rigid rules of recruiting people from only one class does not arise with the emergency of the Indian Navy.

I want to refer to one small matter and that is about tankers On a former occasion, 5 years ago, I was the first person to say that we should have tankers for our Navy I am glad that tankers will start coming in We have got one at what cost? Nearly Rs 60 lakhs though we could have got it at a cheaper price The Indian Navy should have in it at least half a dozen tankers Hitler lost his war because he had no tankers and he could not get oil for the planes and the planes were destroyed because the oil would not move, and hence Herr Hitler lost the War On the very simple principle, we should have our tankers We shall have to get a number of tankers for our Navy and make the Navy safe, not only above but also under the sea, so that we may not have the difficulties which we experienced previously, so that other powers may not say, we will not supply oil or we shall not supply our vessels to move your oil In order to avert such a disaster we should at least equip the Navy with half a dozen tankers

Our naval cruises have also done a grand job The naval cruises have gone with ships—perhaps, our ships may not be the pride of other nations, the great naval nations of the world, but they are really the pride of this part of the world—and have gone on cruising around our neighbours and have not only brought us friendship and distinction but have tied us in terms of friendship with our neighbours, and made us strong on these waters

We must not neglect our boys on the coast On the west coast of India are large communities of fishermen, boys with attractive features, with daring and courage and patriotism and they do not get the ghost of a chance either to manage ships or go on a ship If they are given chances by means of a chain of naval schools from Bombay right up to Ceylon, we shall be able to build a nursery of naval boys who will one day run our ships.

Shri Ranga (Tenali) There is what is known as the east coast also

Shri Joachim Alva: You can speak for the east coast I speak for the west coast, I come from the west coast West coast is the real coast

The British spend for their Navy a sum of £386,400,000 Our expenditure is only Rs 16,01,41,000 This is indeed a very small figure My friends will tell me that we have not got the industries to support a growing Navy, we have not got gigantic industrial enterprises to build up a Navy That is not the point The point is, whether we have money or not we shall have to put our naval dockyard in form

I want to tell the hon Defence Minister that all is not well with our Naval dockyard in Bombay The Naval dockyard is the smews of our Navy

Shri Naushir Bharucha (East Khandesh) On a point of order, Sir

Mr Deputy-Speaker. The hon Member will realise that we have to discuss the Navy Bill and not the Navy

What is the point of order of the hon Member?

Shri Naushir Bharucha: He has discussed frogmen, tankers and everything except the Navy Bill

Mr. Deputy-Speaker: He is a member of the Joint Committee and he does not want to offer suggestions here I made a mistake in calling him

Shri Joachim Alva I do not want to touch on the clauses of the Bill

Mr. Deputy-Speaker: I have already thrown out a suggestion that whatever we may have in the Navy, it is the Navy Bill that has to be discussed

Shri Joachim Alva: I am concluding I wanted to draw the attention of the hon Defence Minister to the tankers, to labour conditions in the Naval dockyard in Bombay All is not well with it

Mr. Deputy-Speaker. After even being pointed out that it is not related to the Bill, the hon Member is speaking

पंडित ठाकुर दास भार्गव (हिसार) जनाब डिप्टी स्पीकर साहब, मैं आनरबल मिनिस्टर साहब को मुबारकबाद देता हू कि उन्होंने स बिल को पेश करते हुए जो तकरीर की, उसमें उन्होंने नेवी के हमारे पुराने इतिहास से ले कर आज तक की पोजीशन को और आईन्दा जो मैरीटू ईम हिन्दस्तान बनने वाला है, उस को रीव्यू किया। उन की तकरीर में हम उसी पेट्रोयाटिक फरवर को पाते है, जिस की कि हम उन की तकरीर में उम्मीद करते थे इस बिल को लाने के लिए मैं उनको मुबारकबाद देता हू, लेकिन मुझे डर है कि मेरी मुबारकबाद यहीं पर खतम हो जाती है।

उपाध्यक्ष महोदय यही खदशा मेरा भी था।

पंडित ठाकुर दास भार्गव १९४७ में हमारे देश को आजादी मिली और जो पुरानी फौज और नेवी इस मुल्क मे थी वे हमारे हिस्से में आई।

Shri S V. Ramaswami (Salem) May I submit that both the Ministers do not know Hindi The hon Member may speak in English

Shrimati Renu Chakravartty Some of us may be able to understand but I am sure they cannot understand It would be better if he speaks in English

Mr. Deputy-Speaker The Chair cannot ask any hon Member to speak in a particular language It is for him now The appeal has gone to him It is for him to choose whether he would speak in English or Hindi

Pandit Thakur Das Bhargava: Sir, it is not an appeal, it is a veiled order also I will speak in English

I submitted that I congratulated the hon Minister for making such a fine speech which reminded us of our old maritime glory At the same time there was a mention in the speech that in times to come, not very long, India shall emerge into a great maritime power So far so good, but I regret my congratulations end here

In 1947 we got our independence and we had an Army, I should say a very good army At the same time, so far as the Navy and the Air Force are concerned, they were not of such a nature that we could be proud of them In fact, so far as the Navy is concerned even today, a great country like India cannot be satisfied with such a Navy You have got no submarines or tanks or aircraft carriers, even though Shri Alva spoke of our boys in that great spirit out of his magnanimity But, I know that so far as the seamen are concerned, our genuine Indians are not there We have got some boys from East Pakistan In fact with the destruction of our Navy the instincts of the country did not develop in that direction, and only some Pakistanis and some other persons who have now become our ratings are there They are not the kind of people whom we would like to become our ratings for all times

I am not very happy about this Bill In 1950 we enacted the Army Act At that time I was a member of the Select Committee of the Army Bill and Air Force Bill The Navy Bill did not come at that time All the same it was the year 1950 and only three years have passed since we had got Independence At that time, we could not make many improvements in our Army Act as well as the Air Force Act Every person had imbibed something from the old regime and our Select Committee and its Chairman were endowed with notions of prestige They also thought that whatever was written in the previous Acts must be upheld and adhered to

Many of the provisions here are almost a copy of the Naval Discipline Act of 1934 which in a schedule embodies all the provisions taken from the British Act The British are one of the greatest maritime powers

of the world and any law or the articles of war which they have evolved through centuries are entitled to our respect. However, this Bill is not Indian in its conception or genesis I do not find anything in the Bill of which I can be proud.

There is no doubt that so far as court martials etc are concerned, the provisions have been liberalised to a great extent Generally speaking, these provisions follow the procedure given in the Cr.P.C for sessions courts trials with the difference that there is no Judge advocate in a Session trial So, they need not be criticised much

When I come to the other provisions of the Bill, I find that this Bill is not a genuine attempt of codification Our hon Minister was pleased to say that it is a Navy Code I do not find anything of that code here If it were a Navy Code, it should have given all the conditions of recruitment and of other matters which relate to this Bill The most important matters in regard to trails, etc are not to be found Who is to investigate and how is the investigation to take place —on all these points this Bill is silent Perhaps the regulations will tell us how the investigation will take place We find that the rules shall provide so far as charges are concerned though there is some provision about charge here How will the charge be framed and how evidence will be taken and summarised and how it will be presented—these are all relegated to the rules. It is not a complete code at all Even the most important matters relating to trials etc, apart from the constitution of court martials, have been relegated to the rules It would have been better if all these regulations were placed before us so that we could have appreciated how far these regulations are good, or bad or indifferent

Apart from that, I find very great flaws in the body of the Bill. The Bill is almost a copy of the articles of war taken from the British Bill. I would make a few observations for the consideration of the Joint Committee Clause 3(1) says that 'active service' means service or duty during emergency To my mind, instead of the word 'means' it should have been 'includes' There is the definition in the Army Act and also the Air Force Act of the world's active service. There, you will see that it has been defined in an entirely different manner. This definition here will put us in great difficulty

Coming to another clause—clause 10—I would submit we should substitute the word 'consent' with the word permission That would express our idea better With regard to clause 10(2), I agree with the complaint of the hon Member who spoke before me that this clause should assume a positive form It is no use saying that no woman shall be eligible for appointment or enrolment, etc You ought to say that women shall be eligible for appointment in such cadres and on such conditions and so on It is no use putting it in the wrong way

Some of the offences are expressed in such vague and indefinite language that they are very ambiguous and there would be great difficulty while actually administering the law This is not an ordinary law, this is a law relating to our Armed Forces and therefore, I recognise there must be stress on the maintenance of discipline and security and safety. Being fully conscious of that, I think the entire background of this law is fear psychosis You want to get discipline through fear I do not think that this is allowable or right The hon Minister and the Prime Minister speak of *Panch Sheela* and of love and say that fear is the only basis on which two blocs in the world subsist and race for arms etc is the direct result of the fear and that fear and hatred are the two things which destroy confidence in each other and which do not allow peace and happiness to reign in the world It engenders distrust and leads to conflict.

If that is so, I do not find anything here which will bring about that

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relationship between an officer and his men which everybody would like to see, especially so far as Indian forces are concerned On the contrary, in every clause that I read, there is nothing but fear psychosis Fourteen years imprisonment for an ordinary offence which could not be defined and most difficult to prove, I cannot understand this I can understand your giving more stress on discipline etc But so far as the definitions are concerned, should there be a difference between court law and this kind of law?

Again, if you make the punishment such that there is a temptation to do bigger offences, it is bad If the punishment is the same for the bigger offence, the temptation is there This is the second principle of legislation propounded by Bentham He said 'Do not use a baton where a birch can be used' In only one place, I find six months In no other place the punishment is less than two years, it ranges from two to fourteen years

A very good rule has been made in sentences of death No sentence for death shall be given unless and until certain conditions are fulfilled It shall not be executed unless the matter has gone to the Central Government and the Central Government has confirmed it

This is the safeguard But, so far as these clauses go, with your permission, Sir, I will just quote a few of them from which it would appear that, as a matter of fact, the language as it has been copied from the Articles of War is such, that to my mind this language is not definite, it is vague and, at the same time, while the law will be administered there will be very great difficulty

Take clause 77, which says

> "Every person subject to naval law who is guilty of an act, disorder, or neglect to the prejudice of good order and naval discipline, not hereinbefore specified, shall be punished with imprisonment for a term which may extend to three years or such other punishment as is hereinafter mentioned"

May I humbly enquire what is the precise meaning of the expression 'good order", and how an act will be considered as one to the prejudice of good order? No concrete piece of conduct is given here A person acting may have different notions of good order After all, this principle must be accepted that a person cannot be held to be guilty unless he has got *Mens Rea* My idea of good order for an ordinary seaman may be quite different Even an officer's idea of good order may be different from that which, perhaps, is the intention of this law to define My humble submission is that any section of an Act which defines an offence couched in this vague, indefinite and ambiguous language cannot be enforced If it has to be enforced, nothing but the arbitrary order of the court-martial will prevail There will be no justice The clause here is of such a nature that it has excluded all other clauses The words are

> "Every person subject to naval law who is guilty of an act, disorder or neglect to the prejudice of good order and naval discipline, not hereinbefore specified, shall be punished with imprisonment for a term which may extend to three years"

What is neglect under ordinary law? When a person does not advert to the consequences of an act then it is neglect Neglect is not culpable unless the neglect is such that it relates to a matter in which there is a bounden duty to do a certain act Here the positive thing is not there at all The words are: "neglect, disorder, or any act to the prejudice of good order and naval discipline" This is too much and it will be very difficult for any court to convict any person, or for any higher court to accept the appeal of the person convicted. We do not know what it is. It depends upon the mental attitude of the officer and how he interprets it.

Then, Sir, I refer you to clause 71, which says:

"Every person subject to naval law who neglects to obey or contravenes any provisions of this Act or any regulation made under this Act or any general or local order, shall, unless other punishment is provided in this Act for such neglect or contravention, be punished with imprisonment for a term which may extend to two years or such other punishment as is hereinafter mentioned."

Perhaps, the framers of the Bill thought that the life of a human being is unlimited and two years' time does not appear to be anything to them Such excessive punishments, I should say, defeat their own purpose If they had put in six months or one year this provision would have served better, and this clause would have been obeyed in a much better way. Therefore, this clause is also couched in too general a language and in practice it will be found very difficult to work.

I now come to clause 65 It says·

"Every person subject to naval law who has any cause of complaint either of the unwholesomeness of the victuals or upon any other just ground shall quietly make the same known to his superior or captain or to the Chief of the Naval Staff, in accordance with the prescribed channels of communication and the said superior, captain or Chief of the Naval Staff shall as far as he is able, cause the same to be presently remedied; and every person subject to naval law who upon any pretence whatever attempts to stir up any disturbance shall be punished with imprisonment which may extend to fourteen years."

My friend who spoke just now referred to the mutiny in Bombay and other things. All honour to them. Our country also honours them. They did the right thing in those days when they mutinied against the British people. At the same time, you must consider what their complaint was. Sometime back, as I said, I went to see certain installations of the naval department. There I had a talk with the ratings. Some of them who had been in service for a large number of years told me that they would be getting Rs. 7 when they leave the service They also said about food etc. So far as the principle is concerned, I quite see that any person who attempts to stir up any disturbance should be punished But, what is the meaning of this "stir up any disturbance"? What is the meaning of "disturbance" in the English language? If a man talks about food to another man it will be said that he attempted to stir up disturbance, and the punishment for that is 14 years' imprisonment The clause does not say whether the seamen should be in active service when they speak such things If I go to Bombay and some seamen talk to me on the Marine Drive—I meet so many persons there —about their food or some such things —I once asked whether they get dalda or good ghee—and if somebody overhears the talk they will come under the definition of clause 65 That is too much

In clause 59(2)(c) the words are: "who cowardly abandons and exposes the ships in his convoy to hazard; or". I do not know. Any person who in good faith believes that his act would redound ultimately to the credit of his country may also be regarded as having acted cowardly if the consequences are favourable to himself. Therefore, unless and until some specific act is given it is difficult to interpret these terms.

In clause 56 .....

Mr. Deputy-Speaker: Would the hon. Member like to refer to all the clauses?

Pandit Thakur Das Bhargava: Only to three more clauses. In clause 56,

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it is said:

"Every person subject to naval law who is guilty of, (a) uncleanness, or (b) any indecent act, shall be punished with imprisonment for a term which may extend to two years or such other punishment as is hereinafter mentioned"

This question of uncleanness is also, I should say more or less subjective. A man who may appear clean to one may appear unclean to another. I understand that some boys who went to Government colleges without ties were turned out by the Principal in olden days saying that they were *untidy*. An *indecent act* has also not been defined.

In clause 57, it is said "Every officer subject to naval law who is guilty of cruelty shall be punished with imprisonment for a term which may extend to seven years or such other punishment as is hereinafter mentioned"

In sub-clause (2) of clause 57, it is said:

"Every officer subject to naval law who is guilty of any scandalous or fraudulent conduct or of any conduct unbecoming the character of an officer shall be punished with an imprisonment for a term which may extend to two years or such other punishment as is hereinafter mentioned"

What is the meaning of this word 'cruelty"? Mahatma Gandhi, the Father of the Nation, whom we all almost worship, killed a calf and the entire Jam community termed it as a cruel act. You know how our Mohameddan friends perform this *Halal*. Many persons say that it is a wrong thing. I cannot understand what this cruelty is. Some act should be described here, otherwise it is very difficult for any person to defend himself against uncleanness, act of cruelty or conduct unbecoming the character of an officer. The words used are "unbecoming the character of an officer". This is most difficult to understand. In the army today, an officer gets Rs. 450, out of which Rs. 200 are taken for the mess and the rest is spent. He does not send anything to his parents, everything is spent. I am glad we have made some improvement in regard to liquor, etc. Now our boys do not take that amount of liquor as they used to do before. That apart, I do not know what this 'unbecoming the character of an officer" means, 'character" is not defined and 'unbecoming" is not defined. Why should we not define these terms? What was the difficulty in defining them? Why should we copy every word from the British law? We have to make a law for our seamen, why do we not put it in the right manner? The truth is that ten years have not been sufficient for fully Indianising us. Even now everything in the army and navy is just like in the days of old. But when the credit is taken that ours is a great maritime power, let us have laws which are according to our own genius. Let us not copy the British law. We say we have ushered in a new era and everything will be done and yet we have copied these things like this. My humble submission is that criminal law must be definite, unambiguous and must have one and one meaning alone, so that the man whose conduct is to be judged should know how he is to behave. Otherwise, he is not guilty and without his being guilty, you are approving the offence against him.

Then again, the punishments provided are very excessive. I need not quote many sections. If you kindly go through them, you will find that the punishments are very excessive. Everybody knows that excessive punishments are of no good. People were being burnt for thieving, hands were being cut off. Now we know this is all wrong. This is excessive, because they have taken it word for word from the British Act. Only in some places, there are very minor differences. I have compared the two, they have not exercised their own mind and they have not put in the right thing.

Let us take section 80 also which deals with civil offences:

> "Every person subject to naval law who commits a civil offence punishable with death or with imprisonment for life shall be punished with the punishment assigned for that offence"

Therefore, these court-martial people will not only deal with these articles of war, but with the civil law of the land Section 80(2) says

> "Every person subject to naval law who commits any other civil offence shall be punished either with the punishment assigned for the offence or with imprisonment for a term which may extend to three years or such other punishment as is hereinafter mentioned"

So, even for an offence under section 323 I P C for which one year can be awarded, you have to give him three years if you accept this provi sion

When you go through the provisions of this Bill you will find that the position of the person whose conduct is being tried is m a way very difficult The law provides just as the Criminal Procedure Code provides, that the prosecutor as against the accused could take objection to the assessors etc or the jury men That is a good thing Then again, it is provided here that the accused will also object to the constitution of the court I have not been able to understand what is meant by this Then it is said that if he takes objection to the constitution of the court, the court itself will decide whether it is rightly constituted or not and if it decides that it is rightly constituted, finality is given to that finding there is no other remedy for the accused

Mr. Deputy-Speaker: That is the normal course in any court-martial The accused can object, but if the court decides that that is not a valid excuse, it remains there

Pandit Thakur Das Bhargava: Just as has been provided in the Criminal Procedure Code, the accused can object to the assessors, it is very good Apart from that, he raises an objection to the constitution of the court. I do not understand what it means At least it can mean something if some remedy is provided when it is found that the constitution is defective That is not done, the court itself is the final deciding authority

The law is very different from the law that we are used to For instance, there is the law of appeal In this code we find that though the powers of judicial revision are given to the Judge Advocate and the Central Government—some officers have been armed with very great powers of meddling with the sentences, they can do anything that they like—at the same time, there is no provision that the aggrieved person shall be able to get a hearing from any person Neither he, nor his friend or counsel, nobody shall be entitled to appear before any authority and have his say there This is a very great lacuna and I think this is not right I can even understand some finality being given to the judgment of this court, because in our jury cases also, appeal is allowed only in certain cases But when an appeal is allowed, a person can go to the High Court and say what he has to say Here I find no person shall be able to go to any officer after the court-martial have given their verdict

I do not know what the regulations will be So far as this Bill is concerned there is no mention about the way of investigation collection of evidence and the way in which charges will be framed The Criminal Procedure Code says that charges will be framed on the basis of statements under section 162 This is our present law and as soon as a person goes the charges are read out Here also the charges will be read out as in the sessions court but it is not mentioned as to who will frame the charges, how the evidence will be collected and it is not also mentioned whether copies of that evidence will be given These are mentioned nowhere So, the

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essential things are not given in this Bill, they are all left to regulations This is very unsatisfactory, I should say There is no provision like 342 enforcing upon the court to get explanation from the accused in respect of incriminatory pieces of evidence

There is one special provision which I must bring to your notice Either I have not understood it or it is the only provision of its kind I am sorry that I have no acquaintance with the procedure of court-martial, I have never appeared in any court-martial, except for certain trials of I N A people

Mr. Deputy-Speaker. One hon Member has already said that north Indians have no knowledge of this navy Mr Joachim Alva has remarked that north Indians have no knowledge of the navy

Pandit Thakur Das Bhargava: It does not mean that I do not have any knowledge about the provisions of this Bill But, I have gone through the Bill several times and I can understand the law very well I do not know many other things But I judge things from the legal points and I have read the Bill several times

I wish to bring to your notice the provisions of clause 167 which are as follows

> '167 (1) Where a person has been sentenced to imprisonment or detention, the Central Government or the officer who by virtue of the foregoing section or sub-section (3) of section 156 has power to issue an order of committal (hereinafter in this section referred to as "the committing authority") may, in lieu of issuing such an order, order that the sentence be suspended until an order of committal is issued, and in such case—
>
> (a) notwithstanding anything in this Act, the terms of the sentence shall not be reckoned as commencing until an order of committal is issued,"

Now comes the portion of which I have no acquaintance and on which I seek your guidance

Mr. Deputy-Speaker: I am also a North Indian, how can I have a better knowledge?

Pandit Thakur Das Bhargava: The words are these

> "(b) the case may at any time, and shall at intervals of not more than three months, be reconsidered by the Central Government or committing authority or a prescribed officer, and if on any such reconsideration it appears to the Central Government or committing authority or such prescribed officer that the conduct of the offender since his conviction has been such as to justify a remission of the sentence, the Central Government or committing authority or such prescribed officer shall remit the whole or any part of it,"

It means that even after a modification is made by the Judge Advocate under clause 166 and the judgment is confirmed at any time or at intervals of three months

Mr Deputy-Speaker. He has a chance to prove his conduct during that period

Pandit Thakur Das Bhargava: Every three months it shall come up for consideration When a person has committed an offence which has been adjudged and he has been found guilty, and the judgment has been confirmed, I can understand reprieve, pardon and everything But, if after three months, the case must come up and the whole sentence may be remitted, it seems to me that the severity of most of the sentences which this Bill embodies, has been sought to be offset by this provision He may not be acquitted, the judgment may be confirmed The person is found guilty Fair conduct comes in now The man may be guilty of serious offences Conduct in jail is taken into

consideration Every three months, the case comes up and it is said the whole sentence may be remitted—in whole or in part As a matter of fact, to my mind, so far as judgments are concerned, it appears that the gravity of the offence goes away Every person can get off if he behaves well in jail He can get respite even in the most serious cases This is an anomaly He may behave well This shows that the sentences are given without any thought After the sentence is given, the gravity of the offence is not taken into consideration Merely because a person behaves well in the jail, the whole or part of the sentence is being remitted

Mr Deputy-Speaker: The hon Member complains that the sentences are too severe When that severity is softened, even then the hon Member complains

Pandit Thakur Das Bhargava I beg to submit that the sentences provided here are, extraordinary, I should say At the same time, when I read these provisions, I cannot think of a law like this, that so far as court-martials are concerned after three months, the whole thing could be got rid of

What I was submitting is, I request the Joint Committee not to be frightened by the fact that this is an Army Bill or an Air Force Bill relating to the armed forces, not to yield to the pressure that this Bill, just like the other Bills, has been copied from the British Naval Act I want the Select Committee to exercise its mind and go deep into the question and see that the provisions which are obnoxious and which cannot stand scrutiny are taken away and the Bill is liberalised

So far as discipline is concerned, as has been stated by Shrimati Renu Chakravartty, I would like that we should evolve something by virtue of which discipline may be there in our Armed Forces without its being induced by fear alone I do not say that discipline should become lax I would be the last man to suggest that If, as a matter of fact, people have got their own view of things and they are patriotic, I do not see why we should not have a different law We have our Karakvasla All our officers are trained there We can train them in such a way that they may have a different view of things and they may be quite patriotic These sections may not be necessary to the extent that they are contained here Some of them may be necessary I do not say that discipline can be induced by mere love Fear also is necessary After all, you have to see that these essential things are enforced Otherwise, there would be lack of discipline But, the other things are not required such as they are found in the Bill

Something was said about the immunities given to these officers I, for one would like these members of the Armed Forces to be given some immunities I do not like the immunities given here to be taken away After all, the defence of the country depends on these forces If we can give them immunities so much the better On the contrary, I am of the view that they should be better paid and that these ratings should get a pension Some ratings whom I contacted at Bombay gave me their story and I was extremely sorry to hear that After they retire, they would not be able to do anything Fifteen years is usually the age at which they are recruited Fifteen years is the period during which they are in service Even taking that they are taken at the age of 17, at the age of 32 they will have to go back to the world They have nothing to fall back upon All these 15 years will not stand him in good stead so far as after-employment is concerned Some way must be found whereby when they come back, they may get some employment Something must be done Otherwise, it is a very hard case

Shri Naushir Bharucha (East Khandesh) Fifteen years in the first instance

Pandit Thakur Das Bhargava: There is only one more point which was complained against by Shrimati Renu

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Chakravartty. It is stated in clause 12:

> "Notwithstanding anything contained in any other law for the time being in force, no parent or guardian of a minor duly enrolled under this Act and no other person shall be entitled to claim custody of the said minor as against the Central Government or any of its officers or other persons set over him"

It appears, from a perusal of the clause, as if the Government had by some fraudulent means got anybody under its clutches and Government would not give him over. That is not it My hon friend was not correctly interpreting the provision As a matter of fact, Government takes great care to see, in clause 12, in this matter In this Act as also in the Army Act and the Air Force Act, an attestation ceremony is gone through After a person is enrolled, he is made to understand everything Only when he says that he will remain there, he is taken Clause 12 says

> "Save as otherwise provided in this Act, the terms and conditions of service of seamen, the person authorised to enrol for service as seamen and the manner and procedure of such enrolment shall be such as may be prescribed"

It will be prescribed that they are not to be taken in by force or in any secret way On the contrary, section 13 provides they are given another three months to reconsider their decision If they have taken the pay for the three months, they are taken as enrolled, but otherwise they are given three months to reconsider their decision So, it is entirely wrong to suggest that as a matter of fact the Government is out to take people without their consent and then to keep them perforce This is not so

17 hrs

In clause 15, the oath of allegiance is given. In the oath of allegiance, we find the words are.

> ... that I will bear true faith and allegiance to the Constitution of India as by law established and that I will, as in duty bound, honestly and faithfully serve in the Naval Service and go whereever ordered....observe and obey all commands .."

When Shrimati Renu Chakravartty was reading this particular clause, she objected to the words "lawful command" I submit that it is only the lawful commands of any superior which any seaman or officer is bound to obey, not all the commands which the officer gives If you kindly see sections 41 and 61 of the Army Act and clause 41 of this Bill, you will note that only the lawful commands have to be obeyed I should say there is a great safeguard in that. Last time when we were passing the Railway Protection Force Bill I had occasion to point out that as a matter of fact it is only the lawful commands which should be obeyed, every command is not to be obeyed This is our law, and we have enacted it here I am very glad the word "lawful" appears here

You will be pleased to see that so far as this Bill is concerned, it refers to civil offences and civil courts, but it does not refer to the Indian Penal Code in so many words We find that general exceptions are given in the Indian Penal Code from section 76 to section 105 If any person appears before a court and his case comes within any of the general exceptions, then he is not guilty I should think it is but fair that in the Navy Bill as in the Army Bill, a provision of general exceptions should be there You will kindly see that drunkenness is an offence here in this Bill as well as in the Army Act, but we know what is section 85 of the Indian Penal Code If a person is made intoxicated by another person against his will, anything that he does subsequent to that comes within the general exception. For instance, if a person strikes an officer, he is guilty of an offence, but it may be that the officer may have struck him or officer's conduct may be

such as to furnish to the accused the right of self-defence My humble submission is that the general exceptions which take away the offensiveness of an act must be incorporated in this Bill as in any other penal law I would like the Select Committee to consider the desirability of incorporating in this Bill the general exceptions contained in the Indian Penal Code

Shrimati Renu Chakravartty complained that though it was an offence to strike an officer, there was no corresponding offence when an officer strikes You will be pleased to see that there are certain very good provisions given in the Army Act and the Air Force Act but it appears that those provisions have not been incorporated into this Bill Sections 47 and 56 of the Air Force Act and the Army Act should have been incorporated in this Bill In one of them the idea is that an officer is enjoined to treat his men well I do not know what would have been lost if a provision like that was introduced in this Bill And in the other if there was a false accusation by an officer, he was held to be guilty I think those provisions must be brought in here If we have got stringent provisions regarding discipline we must have such provisions as would protect an ordinary seaman I would respectfully request the Select Committee to consider the relevant provisions of the Air Force Act and the Army Act and whenever desirable to incorporate them in the Navy Bill If such provisions are salutary would and defend the ordinary seaman they should also be introduced in this Bill

I would, therefore submit with all the emphasis at my command that the Select Committee has got tremendous responsibility in this matter, they should see that this Bill which relates to one wing of the Armed Forces of this country is drafted properly, is based on sound lines, and is not a mere copy of the British Act Similarly, we have to see in course of time that the Army Act and the Air Force Act also should be amended in a corresponding manner At the time those Acts were passed, there was not a good climate or atmosphere in the country to enable us to come to independent conclusions or to decide matters in the right way, so, at that time, we copied from the U K Act When we raised this point the answer came 'This is given in the British law' Those Acts were passed in this way at that time, and it is those very Acts that have become the bulwarks of this Act If this point is raised, they say It is good it is a good thing in the old Act Why should we amend this?'

I would submit that the Select Committee should look into the three Acts from an independent standpoint and come to conclusions which will give hope and protection to every seaman And the Bill should be amended in such a manner that it shall redound to the glory of this country

Shri Mohamed Imam (Chitaldrug) We have listened to very interesting speeches from the other side of this House and there is no need for me, therefore to go into the details of this Bill or to enter into as detailed a dissection as was done by the veteran Member Pandit Thakur Das Bhargava

So far as the Bill is concerned, it is welcomed by all sections of this House It is my privilege and also pride to welcome this Bill, since by this Bill we are going to place our Naval Forces on a firm statutory basis Till now, the laws concerning our Navy were diffused or were borrowed from the British laws I feel that the Defence Minister has presented before us a comprehensive Bill, which is comprehensive enough to be accepted by us I am sure that by passing this Bill, we shall be strengthening the position of the Navy, and we shall be giving it a distinct status

That we must have a well-equipped and well-organised Navy is undisputable We all want the Navy as a part of our defence machinery to defend our country We do want it in addition to our land forces and

[Shri Mohamed Imam]

also the Air Force We want it not with any motive for aggression or with any territorial ambition, but to defend ourselves in times of need against any possible external attack and aggression.

It may be asked 'Why do you need the Navy in times of peace? It is needed only at times of war.' I feel that it is necessary to have a well-equipped and well-furnished Navy not only during war-time but also during peace-time During war-time, it does protect us from our enemies, but during peace-time, the presence of the Navy enhances our prestige, and gives us a distinct status, and what is more, the country goes up in the estimation of other countries

Every independent and advanced country must have a well-organised Armed Force in its own interest We cannot follow the policy of Ceylon in certain respects Ceylon has lent one base, Trincomalee, to the Britishers as a naval base Perhaps from her point of view, Ceylon thinks that it is the best policy But we cannot follow the same policy We cannot allow any foreign domination

I think it is desirable not only in our interest but in the interest of our policy, that we make a beginning It is true that our naval forces may be very strong Of course, the Defence Minister has not let us know what is the nature of our naval force, how many men it contains, what is the strength of its fleet, what are its contents etc Perhaps it is not wise to disclose these details

Anyhow, we have made a modest beginning We are spending Rs 15 to 16 crores every year This will be the nucleus if we have to build up a strong and unique Navy in keeping with our past traditions, just now related by the Defence Minister

At this time, I am reminded of the British Navy The British Navy has played a vital part in the defence of the British Isles But for her Navy, England would never have survived It is the pride of every Englishman that not a single battle has been fought on English soil. It is their pride that they are ruling the waves and ruling the sea Ever since William the Conqueror invaded England, not a single alien has set his foot on English soil to conquer. Spain tried her best to invade England, but the Spanish Armada was routed Similarly, Napolean tried his best to land on England He was about to succeed. He was very powerful on land But at the Battle of Trafalgar, he was thwarted

In the recent two major wars also, it is because of her Navy that England has been able to preserve her integrity and independence What is more, she owes the development of her industries to this circumstance

Similarly, though the expenditure on our Navy may mean a good portion of our income, I think every advanced modern State must have a Navy I will be glad if the passage of this Bill lays the foundation for such a modern Navy for us

So far as the Bill is concerned, I have not much to discuss since it is going to a Joint Committee, which is representative of both Houses I might only say this, that some people consider that the punishments provided in the Bill are too drastic as compared to our civil laws It is usually the practice not only here but in other countries that punishments for people in the military are and must necessarily be a little more severe than for ordinary civilians, because it is imperative that proper discipline is maintained in the forces in the interest of the country

There are three kinds of offences contemplated here One is treachery for which there is no alternative punishment except death The second is cowardice for which death penalty may be awarded or may not be awarded Anyhow it also comes under that penalty Thirdly, there is negligence, for which a high range of imprisonment is prescribed. These are the three punishments provided.

I think so far as the first one is concerned, treachery, it is right that a person who has betrayed his country, who is treacherous must be put out of society So far as the second and third categories are concerned, it is left to the mercy of the judges Personally, I think, for cowardice, unless it involves treachery or a betrayal of the country, it should not meet with a sentence of death

What I would submit on this question is this that in all cases where death sentence is involved, instead of leaving the final decision to the Judge Advocate or to the Government only, it is better that the person who is accused is given all chances and opportunity to appeal to our regular High Courts or the Supreme Court Only for death sentence sufficient provision must be made in the Bill enabling the accused to take up his case to the High Court I think it is quite just because when we aim at depriving a person of his life, he must be given all facilities to defend himself and the highest tribunals of the land must at least hear him

[MR SPEAKER *in the Chair*]

There are only two or three points Shrimati Renu Chakravartty complained that the provisions concerning exclusion of ladies must be omitted Apparently, it looks that the exclusion of ladies amounts to discrimination or a sort of humiliation I think the ladies are excluded from the Navy deliberately Even under the English law, ladies are not recruited either as officers or as others The reasons are quite obvious They may be entitled to act as Members of Parliament Perhaps, a day may come when this entire House may be dominated by ladies But, ladies have their own limitations on the battlefield A battle is to settle the fates of countries So, when we have ladies as officers or others in our Forces, it is a point for consideration whether they can withstand the onslaught of the enemy or can bear the sight of the onslaught of armies. There are other places reserved for them, where they will be more useful, the place of nurses and attendants I think women are not precluded either in the land Army or in the Air Force But there are particular jobs which are reserved for them according to their temperament There are the places of nurses and attendants So, I think, this is in the right direction

Pandit Thakur Das Bhargava referred to one point Some factors which constitute an offence must be defined more clearly and specifically. There should not be any ambiguity regarding any offence or regarding the definition of any offence Then, there is the word, 'cruelty' It is here said that an officer who is guilty of 'cruelty' shall be dismissed or punished But what is cruelty? I am a Muslim It is held by one section that the cutting of sheep and fowl is the highest form of cruelty They even say that all those who eat sheep and fowl in this janma will be born as sheep or fowl in the next janma and they (the sheep and fowl) will be reborn as men and swallow them Cruelty means killing Is it the cruelty to a person? I think it better that the word is defined in some other form I cannot understand the intention of the person who framed this Bill What kind of cruelty does he imagine, is it cruelty to men or is it cruelty to women or to animals?

An Hon. Member: Cruelty to subordinates

Shri Mohamed Imam. What kind of cruelty is it?

It is a very dangerous clause and I think it is better omitted

Again, let me refer to drunkenness One who is guilty of drunkenness will be punished What is drunkenness? There is difference between this and drinking But, it does not come under the law of Prohibition It is a common feature that many officers meet people and may drink without giving any offence to the society For instance, a person may sip a small quantity of whisky (*Interruption*) Or, is it only a question of disorderly

[Shri Mohamed Imam]

behaviour? People who are very much interested in prohibition may say that no officer should drink even in times of war or in times of intense activity I cannot say anything about it Here, it simply says that whoever is guilty of drunkenness will be dismissed or punished In military people have to attend many social functions Many officers may be coming from abroad There are so many things So that you must clearly say 'You are prohibited from taking any kind of liquor in India or outside, in any case, you should not take a drop of liquor' Or, you can simply say that you should not drink

Now, what have you done? It is a very serious offence—drunkenness and people are liable to be dismissed There is no alternative I think such trivial clauses must go

About recruitment, I have to say a few words It is very important that the officers must come from every part of India There is a feeling that the officers in the higher cadre are selected from a few States alone, the feeling is that the recruitment is confined to some States alone It may or may not be true But, the burden of defending the country and shaping the entire defence policy of the country must be borne by all the States It will be done if people are recruited both to the higher and the lower cadres from all the States There are some States which have a very few representatives or no representatives at all in the higher cadre There is a feeling in the South that the recruitment is confined to a few States, this feeling must disappear

I am not saying this with a view to get a few more jobs to the people of my State or any other State But, I want to create the feeling in all the States that it is the responsibility and duty of every State to defend our country

I have said enough that I need not say anything more Now, it is going to the Joint Committee I am glad that this Bill has come and we are going to make a good beginning I am sure that with the devotion of all, we are going to have a strong Navy and we have to build up, it is a duty which we owe not only to ourselves but to posterity

Mr Speaker: Shri V Raju

Shri V. Raju (Visakhapatnam): Are we going to continue after 17 30 Sir?

Mr Speaker The hon Member may take ten minutes We will finish the discussion and the hon Minister may reply tomorrow I shall give ten minutes to Shri Bharucha also

Shri T. B. Vittal Rao (Khammam) Are we going to sit up to 18 00 hours, Sir?

Mr. Speaker. Not exactly up to 17 30 nor right up to 18 00, in between we shall give ten minutes each to these two hon Members

Shri V. Raju Sir, you have not restricted the time of other speakers

Mr. Speaker The hon Member came late

Shri V. Raju: but I would try to conclude my remarks within ten minutes There are two ways in which one can deal with this Bill One is to exclusively take up a teleological position a position which would justify the Bill from a purely organisational stand-point The naval organisation requires the formulation of an Act, and to defend and enhance the scope of the organisation itself certain powers are taken by the authority concerned, and justified for the sake of organisation alone without any consideration whatsoever for external facts that may or may not exist in the nation today That would be a purely teleological position as I have tried to point out.

There is another way in which this Bill can also be taken up, that is from the proper perspective of not merely naval organisation, not merely the broader perspective of national defence, but the totality of economic and defence requirements and national security requirements dealing and combining with civil law procedure That would be the other aspect in which the Bill can be taken up

Most of our friends have already dealt with the Bill clause-wise I feel, as you have given me only ten minutes, that I shall try and deal with the other aspect of the problem that is before us I know that the Armed Forces, especially the officer cadres in the Armed Forces, tend to depreciate the capacity of civilians to discuss defence questions, not merely the strategic questions as far as defence is concerned but also organisational questions The Defence Minister in introducing the Bill has referred to the fact that, of course he referred to it in passing, it is possible that this House has a few ex-servicemen who would have something to say upon this Bill As far as my knowledge goes, with the exception of a few hereditary Maharajas who were honorary service personnel, we have no real fighting men either from the Navy, Army or Air Force in the Parliament If there is one I would like to know his name, because my knowledge is that there is no one of real rank In any other country, in any other Parliament we get ex Major Generals and ex Admirals not only belonging to the Conservative Party, which happens to be the Congress Party in this country, but also to the Opposition, where they can go to Select Committees without being afraid of picking up a Bill and fearing that, after all, the defence of the realm is being mortgaged or sold to some countries because a bunch of amateur fools—or some such expression, I know the defence personnel think that—are tackling with her problem Therefore, my remarks here definitely point to this one fact that the officer cadres when looking upon legislative processes should have a large measure of respect to democratic methods adopted in the nation Apart from the fact that they should think with the democratic pattern that exists in the Government of the country itself, they should to some measure, or, to a larger measure, also apply it to the armed forces that are in operation in the country Here unfortunately I think there is a distinction between the attitude of our naval officers generally towards these questions and the attitude of the army personnel to these questions The army officer has a very healthy and very respectful attitude towards the common peasant—the jawan, the dogra or the sikh or rajput I do not refer to the bourgeois sections of these classes, but the peasant, the dogra, the sikh rajput or anyone like that He knows how to command respect and how to give respect But when it comes to the middle-classes, we think of the bourgeois services or the semi-technical services like the navy or the air force They do not have the jawans or the peasants for that, they have a middling person who is too talkative The rating in the navy is a very talkative fellow, the rating in the air force is an extremely talkative fellow and the officer tries to cover up the fact that he belongs to the same species I come from Vizag district, where there is a naval rating school where naval ratings are recruited to serve in the navy and in the ships What are the conditions of recruitment? He should be between the ages of 14 and 16 years and his qualification should be between the fourth form and sixth form to become a common seaman in the Indian Navy The common seaman may be my son as well as somebody else's son I am forced to allow my son to become a petty common seaman because I do not have the necessary wherewithal to continue sending my son to the college, so that he may become an I A S officer or a naval officer Therefore, there is very slight distinction between the capacity

[Shri V Raju]

of a naval rating to reach the officer cadre in terms of intellectual training or ability when he begins his life and a naval officer. This fact makes the naval officer suffer from a tremendous inferiority complex in dealing with naval ratings He is always at a disadvantage in that he feels that he has to face a lower cadre man who he knows is capable of being the Admiral of this nation if he had chosen his parents correctly and had the opportunity to study or had the luck of going through some sort of what you may call direct recruitment into the officer cadre.

Mr. Speaker: Is it not so in every administration?

Shri V. Raju: It is not so in the army, because the army picks you up from the village It is not that I am saying that the jawan has any inferiority complex As a matter of fact, I have a very healthy respect for our peasantry and a civilisation, a nation, which bases itself on the collective sub-consciousness of a people *is far healthier than artificial* growth What I am trying to point out is that our Naval Bill tries to maintain an artificial dichotomy between the naval ratings, the people who work in the navy, on the one hand and the officers on the other This is one of the reasons—maintaining this artificial dichotomy is one of the reasons why the provisions are made so vague You call upon tradition to back you where strict legal fact or definition is unable to back you

The whole Bill talks of hoary traditions I do not know of any hoary naval military tradition that this country has had If by hoary tradition the Defence Minister means the Indian merchant marine,—we were trading in 4000 B C or it may be 6000 B C. also—what is that tradition? As far as I know when the Portuguese, that is Europeans, first came to the eastern waters, they found Indian ships unarmed. The Indian navy of pre-west European contact from Indonesia to Cathay or Malabar coast or anywhere in India or even the Arab traders that came to India never used to carry arms in their ships They were merchant marine Again, this *tradition* must be followed In India, unfortunately, our Naval officers are unable to go into the origin of even the British Navy Who was the so-called Drake, who defended England against the Spanish Armada? He was nothing but a merchant pirate He used the same ship for trade purposes and also for military purposes I do not want to go back to such a long distance Let us take 70 years back or 50 years back Japan had I believe, built one of the most glorious naval forces that could have been built by any Naval power during the last 40 or 50 years What is the origin of the Japanese Navy? A combination between industry on the one hand and defence on the other The naval cadres of Japan were so trained and so developed that it was possible to interchange the personnel that were trained for the Navy for defence purposes and absorb them into the merchant marine fleet

There is provision made here in clause 8 and also clause 10 where there is talk of a Naval Reserve. What do we mean by Naval Reserve? In the United Kingdom, the Naval Reserve is a genuine reserve The Naval reserves in the U K, apart from the officer cadre, the ratings are interchangeable between a highly developed merchant fleet, highly developed coastal trading fleet and fishing fleet and a permanent navy That is why, in the U K, after 12 years service in the Navy, resignation or even retirement of naval personnel makes them eligible to enter industry straightaway: the merchant marine or the fishing fleets Therefore, you have an ancillary base, quasi war industries or quasi economic base or business, which is able to absorb the naval reserve that is there in the U.K.

What is the Naval reserve in our country to do? Nothing whatever.

In the U.K, you have another distinction which is not found here I had earlier referred to the question: the difference in genesis between the Naval officer and the rating There is none in this country However in England, it is considered a matter of pride if the sons of the best families go to the Dartmouth College which is the centre, for the creation of Naval officers in the U K There is a tradition whereby it is considered correct for an officer or a person to retire from the Navy after a stipulated period of service If he retires from the Navy after a stipulated period of service, he becomes a gentleman, or businessman where he is able to function in the Naval Reserves in the the U K In this country, I know it for a fact that the cost of training the naval ratings and the cost of training the Reserve officers is so great that there is reluctance in allowing them to retire which is clear in some of the provisions This is due to the prohibitive cost of training and not because of the fact that these trainees are genuinely wanting to be kept on The cost of training is so great in this country Granting that there is this great cost of training, is it not the duty of Government not to be negative once the period of 12 years is over? The naval establishment wants to be extremely positive It costs us so many thousands of rupees to train a naval officer, to train a naval rating and therefore these boys cannot be left off to go away after three, four or six years of training Perfectly all right I can accept that argument But if you are reluctant to re-employ them after finishing 14 years of service, where is the question then of the cost of service training? Then the mere question boils down to utility and you are using this whole force on the principle of the milch cow If the milch cow is still yielding milk, we will keep it for some more time because we have invested money The officer or rating is useful to us. But if he is not useful to us, we will retire him So, both the aspects of utility are there in so far as this Bill is concerned

I do not know if the Select Committee would take this attitude or this point of view into account that a radical approach to this problem should be envisaged, but necessarily I can say that I would consider the passing of this Bill a purely temporary measure which can go through only in a situation where we have not yet thought of creating a composite force of our navy and our civil population Such a Bill must be altered and must satisfy the demands of a changing navy, you may call it the people's navy if you like or a national navy, which can develop its cadres from the sea faring side After all, Government alone has got the money I mean the Government, alone can tram people Our merchant marine, the merchant fleet requires the service of these people Not merely that Take our untold wealth of fisheries We are not able to man our fishing fleets for lack of men Therefore, an integrated picture between all these various wings should be developed

Talking about defence itself, that is defence on the coast line and defence in the far seas, by no stretch of the imagination can any one of our naval friends tell us that you can defend the Indian coast line 500 miles out at sea As Shri Joachim Alva pointed out you have one tanker for refuelling our ships out at sea, we have one cruiser and a few destroyers And may be we are thinking of an aircraft carrier which will be for training pilots rather for offensive war as far as we are concerned Therefore what is the effective defence we would have? I would say there is sure defence with small torpedo boats which are swift, which can deal with any enemy that would come near our shore line say within 25 to 30 miles How do you create this mobile defence force? It is closely akin to your requirements for a fishing fleet, to the creation and

[Shri V Raju]

building of small boats of not more than 1000 tons keel to 3500 tons keel, perhaps even less than that It is here that the whole emphasis of interchangeability between your naval shipping requirements and your coastal vessels and your small trading vessels and your shipbuilding industry would develop Therefore, with this attitude and viewpoint in mind, I would suggest that there should be a complete reorientation of our approach to these problems so that in course of time the crores of rupees that we are spending for naval defence become effective as a subsidy also to the creation of a first class ship building industry which should be useful for the nation

Shri Naushir Bharucha I shall come straight to the provisions of the Bill

In the scheme of the Bill it would appear that clause 4 is the operative clause which lays down that the Central Government may raise and maintain a regular naval force and also reserve and auxiliary naval forces

The rule-making powers which are defined in clause 188 provide for rules prescribing the rank, residence, powers of command, relative rank etc I submit that all these things should have been embodied in the text of the Bill itself As the House will recollect, when we discussed the Railway Protection Force Bill, the categories of command, the categories of officers etc were incorporated in the text of the Bill itself

I think mere clause 4 is extremely vague, and there should have been a regular hierarchy of officers and ranks mentioned therein That, to my mind, is a major defect in the provisions of this Bill

Secondly, the relations between the three wings of the Armed Forces should have been more specifically laid down in clause 8

Then comes the question which has received some attention from the previous speakers, namely the question of enrolment It has been said by one hon Member that after a service of fifteen years, the man comes back to civil life, and is practically a lost person. That is not so With due respect, I would submit that the lady Member who spoke forgot the fact that the period of fifteen years was only in the first instance, and the man was eligible for further employment

But the objection to this clause is this, that when you catch a person young, as you must catch him for the purpose of training in the Navy, an opportunity must be given, when the man attains his age, the age of 18 or perhaps a little over that, to judge as a major whether he would like to continue in the Navy It is true that boys must be trained young But I am against the principle which takes away from a boy who has chosen the naval career merely out of boyishness and the first flush of youth, the chance, when he attains majority, to reconsider his decision

Clause 13 says that if a person has received three months' pay as seaman, he shall be deemed to have been duly enrolled But within three months, he can claim his discharge That is the *locus poenitentiae* provided But I ask, if the boy at the age of sixteen receives three months' pay, and he is not in a fit position to judge, whether his entire life should be ordered in a particular manner I, therefore, plead, that while it is necessary to catch boys young for the needed training in the Navy, they should have the option to get out of it on the attainment of the age of majority That, to my mind, is another defect in this Bill

A third defect is in clause 24 which abrogates a Fundamental Right This is permissible under article 33 of the Constitution because the rights of Armed Forces must be restricted to a certain extent and abrogated to a certain extent for the better preservation of discipline If at any time an Armed Forces man could go up-

with a writ petition to the High Court or the Supreme Court, it would make things extremely difficult for superior officers. It is also incumbent, therefore, that the restriction or abrogation of Fundamental Rights, even of the Armed Forces must be such that the minimum encroachment on Fundamental Rights is there.

Clause 24 provides for such restrictions. For instance, it is said that no person subject to naval law shall be a member or be associated with any society, institution, or organisation etc. not part of Armed Forces, and so on. Again, it is provided that no such person shall attend or address any meeting for any political purposes etc. But, here, there is something objectionable, which ought to go. I can understand a person not attending meetings for political purposes, or taking part in any demonstration organised by any body with a political purpose, but there are the words for 'such other purposes' as well. That is going too far. The demonstration may be for an educational or religious purpose. I do not think that this restriction should be there. Therefore, the words 'for such other purpose' require to be deleted.

Then there is the question of redress of wrongs. So far as that is concerned, clause 28 is very desirable. But as has been stated in other cases, there is no provision that the officers are compelled to forward the complaint of such persons to their superior officer. That clause must definitely come because that is a good safeguard for redress of grievances of the ranks.

In this connection, may I bring to the notice of the House a serious complaint I have heard in connection with the Army, where a person had some grievance against his immediate superior? If he wanted to put it in writing—grave charges of corruption—that superior officer would order his arrest on false charges and there would be very little by way of redress so far as the party making even a just complaint was concerned. Therefore, it is very necessary that a provision must be had whereby the complaint addressed to the immediate superior must be transmitted. There must be a legal obligation on the officer to transmit it to higher authorities. That is very necessary; otherwise the provision for redress of wrongs continues to be merely illusory.

Coming to the articles of war, the hon. Member in charge of the Bill said that the punishment has been considered by experts, and after taking into consideration years of experience, this punishment has been provided. What has been done here is that all types of offences, small, medium-size and grave, have been lumped together. A very peculiar situation arises.

For instance, under clause 40, a person sleeping on duty is subject to the penalty of death. No doubt, sleeping on duty is a very grave offence, particularly in active service, but such sleeping may be caused by extraordinary exertion. The man may have been working restlessly for 24 hours and the exigencies of work or action did not permit him to have any rest. If he is overpowered by sleep, still he is subject to the death penalty.

Clause 45 deals with deserting post and neglect of duty. Both are subject to the same punishment. Deserting post is definitely a graver offence than neglect of duty.

Clause 47 relats to several grave offences like mutiny and others. They are lumped together and one uniform sentence is prescribed.

In clause 49, ten years are given for assaulting an officer. But 14 years are prescribed for insulting an officer. This is a very peculiar position. Suppose a person of a lower rank takes his shoe and beats his officer, that is an assault. He will get 10 years. But if he insults him by a mere

[Shri Naushir Bharucha]

word, then he gets 14 years That is an absurd thing That ought to be corrected

Then again under clause 55 drunkenness is dealt with Then there is the punishment for uncleanliness Drunkenness while on active service is a very serious offence But it is lumped together with uncleanliness for the purpose of punishment—namely, two years

Then under clause 60, a heavier punishment is not provided for a heavier offence

Similarly, if you turn to clause 54 absence without leave is there The term should be 'without reasonable cause', otherwise, it will work hardship

Also several comments have been made with regard to drunkenness I suggest that it be defined more precisely The words should be added—"that a person who is found drunk and who is unable to take care of himself or is disorderly in a public place" Some such qualifying sentence should be there Otherwise, the whole thing becomes extremely vague

My hon friend, Pandit Thakur Das Bhargava, after a critical study of the Bill said that in clause 57, 'cruelty' had not been defined and it was vague I admit that there is vagueness, but not by reason of want of definition of 'cruelty' In matrimonial cases, we do not define 'cruelty' But still there is abundant case law on the subject which will tell us what cruelty really means

Then, we come to clause 81 We find the question of jurisdiction with regard to the trial An accused may be tried at the spot of the offence or elsewhere This is a very unfair thing because, supposing a particular offence is committed in the port of Bombay, on shore The accused is charged with the offence He may have defence witnesses ashore Bombay But, if he is taken away and tried on a ship afloat, he does not have the benefit of these defence witnesses Therefore, the question of jurisdiction requires to be more carefully looked into, otherwise, grave injustice is likely to be done to the accused

Then, there is one big defect in clause 84 It provides a hierarchy of sentences, which is big and which is small For instance, death sentence is given as the first, imprisonment comes second and dismissal comes third, and detention, fourth, and so on Look at page 28, clause (1) Mulcts of pay and allowances, that is to say deductions penal deductions from pay That is regarded as higher than forfeiture of entire pay head money, bounty solvage, prize money and allowances, all complete Forfeiture of every monetary right which man possesses comes as (m) and is regarded as smaller punishment than (l) All this requires to be rearranged Otherwise it does not make any sense at all

With regard to the joinder of charges and the joinder of accused at the trial, I submit that clauses from the Code of Criminal Procedure relating to these should be bodily transplanted into the body of the Bill They have already transplanted the Evidence Act and I think, it will be easy for the people who try and the people who are tried, if the entire chapter relating to joinder of charges and joinder of accused is lifted and transplanted into the Bill

With regard to the provisions for trials, summary trials, disciplinary courts and courts martial, the only point that I desire to urge is that there need not be 9 officers sitting together The maximum number is 9 I think it should be 3 to 5 Nine is unwieldy number The most important constitutional issues are tried, and heard, but not by 9 judges sitting together

These are some of the things which require closer looking into Therefore, the major defects in the Bill are, the question of commissions, appointments and enrolments and

the regulations should be in the body of the Bill and should not be left to Rules. Inexperienced minors should not be deprived of their option; they should be given that when they attain the age of majority. By clause 24, the fundamental rights are restricted to the minimum. The question of penalties should be looked into and should be rationalised It is far from rational.

There is one point to which reference has already been made. I do believe that stern discipline and stern sentences are very necessary; even heavier sentences than in the cases of civilians for maintaining discipline in the Armed Forces. At the same time, I do believe that the question of giving them encouragement should also be looked into very carefully, and if some provisions are incorporated in the Bill for certain awards and other things for meritorious service, I think, the Bill would be well-balanced and will work well.

Mr. Speaker: The hon. Minister will reply tomorrow.

The House will now stand adjourned till 11 A M tomorrow.

18 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, the 23rd July, 1957.

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161	Rent Control Act in Cantonments	4484
162	Acquisition of Land in Indore District	4484-85
163	Displaced Government servants' Pension	4485
164	Estate Duty	4485-86

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PAPERS LAID ON THE TABLE.. 4486

The following papers were laid on the Table :

(1) A copy of the Annual Report of the Registrar of Newspapers for India.

(2) A copy of the Notification No. MII-159 (9)/57, dated the 15th June, 1957, making certain further amendment to the Mineral Concession Rules, 1949

(3) A copy of the Sea Customs Duties (Provisional Assessment) Rules, 1957 published in the Notification No. S.R.O. 2209, dated the 6th July, 1957

ELECTION TO COMMITTEES...4487-88

(1) The Deputy Minister of Education and Scientific Research (Dr. M.M. Das) moved for the election of two members from among the Members of Lok Sabha to be served as Members of the Board of Governors of the Indian Institute of Technology, Khargpur. The motion was adopted

(2) Dr. M.M Das also moved for the election of two members from among the Members of Lok Sabha to serve as Members of the All India Council for Technical Education for the residuary term of the Council *viz.* upto 29th April 1958. The motion was adopted.

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REPORT OF BUSINESS ADVISORY COMMITTEE ADOPTED ... .4488

Fourth Report was adopted .

BILL INTRODUCED .. 4489

The Dhoties (Additional Excise duty) Amendment Bill was introduced

DEMANDS FOR GRANTS—RAILWAYS... ... . 4489—4570

Further discussion on the Demands for Grants in respect of Railways continued and the Demands were voted in full

MOTION TO REFER BILL TO JOINT COMMITTEE UNDER CONSIDERATION 4570—4646

The Minister of Defence (Shri Krishna Menon) moved that the Navy Bill be referred to a Joint Committee The discussion was not concluded.

AGENDA FOR TUESDAY, 23RD JULY, 1957—

Further discussion on the Motion to refer the Navy Bill to a Joint Committee Further discussion on the Demands for Grants in respect of Ministry of External Affairs and discussion on the Demands for Grants for the Department of Atomic Energy.